

**History of  
the AEC  
Dumpruk**



**Morris Marina  
commercials**



# Heritage COMMERCIALS

A WORLD OF CLASSIC LORRIES, TRUCKS AND VANS

MAY 2017 £4.40

**Restored!  
1961  
Atkinson  
L1366**

**Destined to  
be saved!**



**Bedford TK  
'special' out  
and about**



**Photo  
archive**

**Mercedes SK twin-steer**



**Elliott of York Pacific**



**The Sterling T26 story**





## 00 Gauge (1:76 Scale)

### Base Toys Ltd.

#### Base Toys - Buses



B209A Bristol MW6G "Western National" - "Dartmouth" £17  
B209B Bristol MW6G "Western National" - "Tiverton" £17

#### Commercial vehicles

DB09 Commer QX low loader "Pickfords" - packing case load **NEW** £12



L15 Pack of two Forklift trucks - British Railways £8



#### Britbus - Buses



ES-13A Scania Omnidexxa S/coach Chesterfield £41



#### Corgi Collectables - Buses



OM46615A New Routemaster, Arriva, 137 Streatham Hill £30  
OM46615B New Routemaster, Arriva, 137 Oxford Circus £30



#### EFE - Buses



12311 Harrington Grenadier "Maidstone and District" - "E7, Bournemouth" £29.71



28825 Leyland Titan 2 Door Prototype London Transport - Bachmann exclusive £34



30716 AEC Renown - Greater Manchester PTE - 325 to Hollow End £25.46



31515 RM Routemaster 'London Transport' - "177 to Abbey Wood" **NEW** £28



38123 Bristol VRTII "City of Oxford" - "82, Aylesbury" £29.71

## Northcord Model Company - Buses

UK6034 ADL Enviro400H Hybrid Stagecoach Oxford £48



UK8020 ADL Enviro200 Dart London United £45



#### Oxford Diecast - Buses

76DR002 Duple Roadmaster South Notts £14.50



76MW6001 Bristol MW6G Royal Blue £16

#### Cars



76AMDB2002 Aston Martin DB2 MkIII DHC Dark British Racing Green £5



76ASS005 Austin Seven Saloon Black £4.50  
76BM2001 BMW 2002 Colorado Orange £5



76CC001 Carlight Continental Caravan Light Grey £6  
76HI002 Hillman Imp Tangerine Metallic **NEW** £4.50



76MGBGT002 MGBGT Grampian Grey **NEW** £4.50



76TS001 Triumph Stag Saffron £4.50

#### Commercial vehicles

76DAF001 DAF 85 40ft Box Trailer Royal Mail £19.50  
76DAF002 DAF 85 2 Axle 40ft Box Trailer Parcelforce £19.50



76FBB001 Fowler BB1 16hp Ploughing Engine No. 15145 Rusty Dorset £14.50

76FCG004 Ford Cargo Box Van Royal Mail £11



76FSR004 Fowler Steam Roller No 19053 Patricia B £11

76FT006 Ford Transit high top LWB van in plain white £4.50  
76FT3006 Ford Transit Mk3 RAC **NEW** £4.50



76FTC009 Ford Transit Connect Network Rail (Jarvis) **NEW** £4.50



76KRS005 Konecranes Reach Stacker Stobart (Red) **NEW** £21

76S143002 Scania 113 Tipper Reids of Minishant £19.50



76SCA04LL Scania R Series Topline low loader "McFadyens" £19



76SCL002 Scania Crane Lorry White £16



76SDF003 Shelvoke & Drewry Freightlifter British Rail (Yellow) **NEW** £11



76SET45 Haydon Coulthard Centenary Set £40



76SHL01CT Scania Highline CombiTrailer & Container "Eddie Stobart" £21



76SHL02CS Scania Highline Curtainside Stobart Power £19

76TRF002 Thompson Refueller Shell £9

76VOL02CL Marston's Volvo FH Curtainside Lorry £14.50

#### Farming & Construction



76SET10A Fordson Tractor triple set blue, yellow & grey variants £12

#### Military ground vehicles



76DT002 Diamond T980 Tank Transporter 1st Canadian Army - Italy 1943 £21.50



76LRC006 Land Rover FT6 Civil Defence **NEW** £8.50



76QLR001 Bedford QLR 1st Infantry Div - UK 1942 £12



76TAC003 TACR2 RAF Pink Panther £9

## Public Service vehicles

76FG002 Ford Galaxy London Ambulance Service £4.50  
76FHP002 Fordson Heavy Pump Unit London Fire Brigade £11



76TN003 Thornycroft Nubian Bristol Airport £14

## N Gauge



#### Oxford Diecast - Buses



NNR002 New Routemaster Go Ahead London Central £7



NSET004 5 Piece Bus Set London Transport £27

#### Commercial vehicles



NSHL01ST Scania Highline Nootboom 3 axle Semi Low Loader Stobart Rail £11.50

## 1:50 Scale



#### Corgi Collectables - Commercial vehicles

CC13741 Scania R (Rear Tag) Log Trailer "McFadyens Transport Ltd, Campbelltown" **NEW TOOLING** £73



CC13780 Scania R Topline, John Hulston Haulage, Stirling, Scotland - cab only £45  
CC16005 Volvo FH, Step-Frame Trailer, Anderson new tool £68

## O Gauge (1:43 Scale)



#### Corgi Collectables - Public Service vehicles



CC02799 Ashes to Ashes Set - Ford Granada Police and Audi quattro - **NEW TOOLING** (list £39.99) **BARGAIN** £19



#### Oxford Diecast - Cars



43RR001 Rolls Royce Corniche Conv. (Open) Indigo Blue £22

43RRP3001 Rolls Royce Phantom III SdV HJ Mulliner Black £20



43RRP5001 Rolls Royce Phantom V James Young Navy Silver £20

**£4 P&P** for 2 or more items

**£7 P&P** Next Day (Orders before 2pm)

**UK P&P £2**

All items in stock when advert created.  
Prices valid until **17/05/17** .Errors excepted.

Sign up to our weekly newsletter at [hattons.co.uk/maillinglist](http://hattons.co.uk/maillinglist)

Follow us on [@hattonsmodels](https://www.facebook.com/hattonsmodels) and [/hattonsmodelrailways](https://www.facebook.com/hattonsmodelrailways)





I've used this photo before, but it sums up my 'top' old vehicle interests! On the right is a superb Triumph Courier van, and in the centre is a Mercedes Unimog. Oddly, I now have a mug with this very 'Mog' printed on it. On the left is an S1 Land Rover, and it's in 'working' condition. Absolutely fantastic! *Photo Stephen Pullen.*

Welcome to the May 2017 issue of *Heritage Commercials*. This may not be a very significant issue to you, but it is to me, as it's my 100th as editor! I must add that I've actually been 'working for' HC a bit longer than that, as my first freelance contribution (about Jensen lorries) was published way back in 2005. I went on to become deputy editor on the first day of September 2008. Back then Dave Craggs was in charge, and for three months I became his 'apprentice'. So adding things up, I've been 'here' at HC for around 12 years – just where does the time go?!

Back in 2008, when I started full time, I did find things tough. I'm not a journalist - I actually began as a lorry mechanic – but I did have some superb help from my more experienced fellow editors, and also the fantastic designers I worked with. I think their help, and the enthusiasm I have for the subject, carried me through until I had some sort of idea of what I was doing!

Over the years, things have changed a bit. Some of these changes have been my ideas, but many have been 'requested' from the powers that be – and some have worked, some haven't. For example, long term readers may remember the 'restoration guide' series of supplements that were announced. I wrote the first one on classic vehicle electrics, and planned the next to be on sheet metal forming. Unfortunately the 'plug' was pulled after the first one, presumably because it didn't increase magazine sales dramatically. Ironically, I remember a college getting in touch and buying a load of the electrical supplements to help train new apprentices. I'm really chuffed that somebody saw some value in them! 'Classic Truck' was another idea, initially launched as an HC supplement.

Another 'idea' was my Triumph Courier van restoration. I got a bit of stick from some readers when I got this van, because many thought the magazine should have bought a lorry

to restore. However, what most don't realise is that it is my van, bought with my own cash. The thing is, I'd not been long in the job, and didn't have much money. This was the time of the 'credit crunch', and I'd been made redundant from my previous job around 12 months before I started at Mortons. And I'd also like to add that I've never received one single penny from the magazine towards the van's restoration. Anyway, for those who remember back that far, I still own the Courier. It's now half finished, but if I didn't have the time and money to finish the restoration before, I certainly don't now!

So, to the future. Those that know me will be aware that I've had a tough time just lately. However, I can say that I have a few new ideas. Will they work? We'll just have to wait and see!

*Stephen*

**STEPHEN PULLEN**

[stephen.pullen@kelseymedia.co.uk](mailto:stephen.pullen@kelseymedia.co.uk)



## Cover story

### 06 Destiny's child

It was at the 11th hour and 59th minute that what was to become 935 XUC was saved from the cutting torch and – in time – this Atkinson L1366 was to eventually come into the busy life of Nottingham based Ian Patrick.

### 14 Ignition

News and events from around the world of classic commercials.

### 16 Readers' letters

We hand the pen over to you now – so what have you got to tell us?

### 22 Subscription form

Save money and get your copy of HC delivered to your door by subscribing.

### 24 AEC's mountain movers

Alan Barnes looks into the history of the AEC Dumphruk.

### 30 Leyland's lightweights - the Marina years

Russ Harvey tells the story of the car derived vans and light commercials produced by British Leyland and Austin Rover.

### 34 North Pacific

If you thought all the ex military M26 Pacifics which were operated on the '60s UK heavy haulage scene were painted red and came from South Wales, then you'd better think again. Elliott's of York put into service a highly modified 6x6 'Dragon Wagon' which did all sorts of work for them.

### 44 Mechanical Horse

Mike & Julie Blenkinsop conclude their look into the history of the ubiquitous 'Mechanical Horse'.

### 50 Extra axle contender

Mark Gredzinski looks back at the working days of the Mercedes twin-steer SK.

### 56 Turning the tables

The turntable-steer, chain-drive Sterling was the most technically ingenious and most powerful truck either prototyped or put into production in WW2. Ed Burrows tells the story.

### 62 Bedford Hybrid

Ex-Army Bedfords are popular with enthusiasts, and come in many shapes and sizes. Jim Smith from Cumnock owns a TK that has been converted into a mobile display unit, as Bob Weir discovered.

### 66 Cuban classics

When contributor Dave Bowers went on his holidays he couldn't resist wandering through the streets of Havana in search of old commercial vehicles which are still in daily use – one of which had notched up at least eighty years!

### 69 Workshop

This month Richard Lofting goes through the process of changing blind bearings.

### 74 HC Marketplace

The place to buy and sell anything classic commercial.

### 82 Final word

They're generally just randomly allocated by the licensing authorities, but Bob Tuck has always been fascinated by registration marks. He gives a query to you all.

Part 3

SUBSCRIBE



On  
PAGE  
22



24



50



62





# HISTORIC COMMERCIAL VEHICLE SOCIETY

## 56<sup>th</sup> LONDON TO BRIGHTON RUN

### SUNDAY 7<sup>th</sup> MAY 2017



Come and enjoy this annual spectacle of restored historic commercial vehicles of all types and sizes travelling from Crystal Palace, London to Brighton via Crawley High Street

**START: Crystal Palace 7.00am to 9.00am**

**FINISH: Madeira Drive, Brighton 10.30am to 5.00pm**

Public Admission into Paddock from 2.00pm on purchase of a £3 Run programme

No public parking on Madeira Drive

Programmes will be available en route or may be purchased in advance by sending a cheque for £4.50 (incl. p&p) to Geoff Heels, 4 Elmwood Court, Ashted, Surrey KT21 2RG (Cheques payable to HCVS Brighton)

For further details visit the **OFFICIAL SOCIETY WEBSITE** - [www.hcvs.co.uk](http://www.hcvs.co.uk)

or telephone 01403 822045

Registered as a National Charity No. 271123

# Classic & Vintage Commercial Show

## 10 & 11\* June 2017

A colourful two day event  
featuring over 350 pre-1977 lorries.

Buy discounted tickets  
& camping pitches online

or call 01926 645033 Mon-Fri 11am-4pm  
admin fee applies.

*giftaid it*

\*Gift Aid tickets and other promotional vouchers are NOT valid on Sunday 11 June 2017.



GET SOCIAL...



[britishmotormuseum.co.uk](http://britishmotormuseum.co.uk)

J12 M40 . Gaydon . Warwickshire . CV35 0BJ

BRITISH  
**MOTOR**  
MUSEUM



# Destiny's Child



Ian Patrick bought the lorry as a restoration project back in 1994.

**It was at the 11th hour and 59th minute that what was to become 935 XUC was saved from the cutting torch and – in time - this Atkinson L1366 was to eventually come into the busy life of Nottingham based Ian Patrick. Ian (and friends) were to spend 12 years restoring this slice of Walton-le-Dale's finest into what is now, a head turning classic. Bob Tuck hears the story of a piece of Derbyshire history that seemed destined to be saved.**

**I**t was crazy. Back in '94 any sane person would have thought Ian Patrick just couldn't spare the time. With a young family to look after; a new house waiting to be worked on and a fledgling business to nurture, there were also many other things Ian could have spent the money on. And let's be right, he and his wife Kathryn had only gone into the saw mill looking for a beam for their kitchen so how the heck did the chain of events lead to him buying what was literally a heap of six-wheeled rubbish.

It's not that the wreck had any form of significance to Ian as, at the time, it was

stripped of most of its Atkinson identification. True, the small amount of visible paint denoted it had obviously seen life at some time with the British Steel organisation but apart from that, he knew nothing at all about it. In fact at the outset, he even contemplated converting it into an eight-wheeler and so bought another axle and all the relevant steering gear. In hindsight, that was one thing which Ian didn't regret doing because since putting back together the Atkinson – and its story – he appreciates he's saved a fine slice of Derbyshire history.

There is one tiny piece of this personal

jigsaw which is just beyond his grasp and we'll come back to that later because Ian is hoping that someone of the HC readership can help him. If they can, he won't be surprised because one thing this story has taught him is that sometimes, things are just destined to happen.

## **LIKE SISTERS LIKE BROTHER**

Like many of a certain age, Ian was fortunate enough to cut his road transport teeth while riding with his dad Ronald: "Back in the mid '60s, youngsters were still allowed to ride in the cab," says Ian, "but I had to wait my turn because my elder sisters - Marilyn and Sandra





Left to right – Jevon Patrick (Ian's son), Ian Patrick and John Conniss – Ian's partner at County Truck Services.



This shot was taken by Richard Lane, and shows the Atky in the Rob Lawrence scrap yard in Alfreton. Photo Ian Patrick Collection.



This photo was taken the day after the Atky was pushed onto the Patrick's home drive. Ian has his son Jevon on his knee and his other son Ross behind, who was then six. Photo Ian Patrick Collection.

- did this before me."

Ron had been a mechanic before better pay took him onto driving and Ian recalls he was to eventually work for the large Peckham (London) based concern of J&H Transport Services who had a depot locally. Ian still has many memories of the assorted vehicles he rode in including his dad's Leyland Octopus which Ian says drove itself – honestly.

Ian thinks that J&H had some sort of tie in to a Scania dealer: "I remember Dad mentioning their first Vabis and then driving Scania 80s. He also drove a Ford D Series with the V8 Cummins." Most memorable occasion for young Ian was the day his dad got a puncture on the M1: "Within a few moments there must have been four or five other wagons that pulled onto the hard shoulder to help with changing the wheel. I can still see this one guy cracking the wheel nuts and I'm sure my dad didn't even touch the spare as others got that off and put it on in its place." Perhaps 50 years

ago were really "The Good Old Days."

Being too young to drive HGVs when he left school in the late '70s, Ian too went on the spanners and after serving his apprenticeship with the Bedford dealers of WASS (Wallace Arnold Sales & Service) redundancy took him first to a job with Dixons of Shardlow before the move to the Seddon-Atkinson dealers of B&S Trucks: "I'm sure they'd just taken over the dealership from Scotts," he recalls.

It was at this point that Ian met up with John Conniss who also worked for B&S and in 1990, the pair decided to harness their joint resources and set up on their own account albeit in the same line of working with trucks and light commercials: "We started with a garage in Meadow Lane," says Ian, "and as those premises were opposite the football ground of Notts County, we called ourselves County Truck Services."

In '09, the business moved to their current premises on the Colwick Industrial Estate and





▲ It took around 12 years to restore the Atky. Photos Ian Patrick Collection. ▼



Ian's brother-in-law Steve Shaw helping to fit the restored cab. Photo Ian Patrick Collection.

joining them there (firstly as an apprentice) was to be Ian's son Jevon – who, in '94, was only two years old when the '61 Atkinson first rolled onto the drive of their house at Stanton on the Wolds.

## BIGGER THAN MANY

It's an apt coincidence that the Atkinson should be brought back to life in a village with the name of Stanton because it started its working days in 1961 with the huge conglomerate of Stanton & Staveley who trace their roots – and their name – back to



The wagon complete with mock load pictured in May 2014 en-route to the AEC show at Newark.

Stanton-by-Dale near Ilkeston. As the crow flies, these two Stantons are hardly 15 miles apart but in essence they could be from different worlds.

Stanton Ironworks had long been a huge player in the Midlands' industrial heritage and it was in the early 1900s that they began to specialise in their home-spun pipes. Lorry drivers of old will have probably loaded – or be aware of - the distinctive Stanton pipes which went all over the UK. The company themselves operated their own fleet and about 1951, this was counted at more than 100 strong. The Stanton operation relied on thoroughbreds like Atkinson and AEC although Albion and Commer were also well used. Stanton Ironworks was to become part of the huge Stewarts & Lloyds organisation although about 1960, the businesses of Stanton Ironworks and Staveley Iron & Chemical Co were merged into one.

It's around this point that Ian's Atkinson comes into the story but you'll have to bear with us because the details do get slightly disjointed. It does so because - as we said at the outset – when Ian bought the six-wheeler it had no form of identification (registration or chassis no.) affixed to it. And it was only by talking to people / digging through old periodicals etc that Ian and his wife Kathryn's detective work was able to find out some of the background to this particular load carrier.

First huge slice of confirmation as to the Atky's roots came through a conversation with an electrician who used to work on the Stanton & Staveley fleet: "He asked whether I knew if it was fitted with round direction indicators mounted on the cab's front facing panels," says Ian. "And as I could tell him they were still there when we first bought the vehicle he told us this six-wheeler was one of a batch of six similar vehicles that came into





service around May 1961. 'They were bought fairly cheap from Scotts of Nottingham,' he told me, 'as the company saved money by not having them fitted with direction indicators or heaters as I can remember stripping these parts off some old AECs, which we then had to fit to the new Atkinsons.'

Ian's six-wheeler was rated for 20 tons gross operation but was destined to have a fairly short working life. The mid '60s was to see a big change in the road haulage world from rigids to more versatile artics and of course, by the end of the '60s the requirement for annual testing of goods vehicles was just being unveiled. It's surmised that an internal role may have been found for this very sturdy six-wheeler although once used for shunting work, it probably wouldn't have been looked after.

In '67, nationalisation of the steel industry saw Stewarts & Lloyds (and Stanton &

Staveley of course) merged into British Steel. And as part of the change, the S&S wagons had their old Oxford blue livery changed to BSC Heraldic blue instead. And it was in this colour scheme that it should have ended its days as scrap metal – were it not for the intervention of not so much a Knight in shining armour but a one in dirty overalls.

### THANKS RICHARD

After being sold off by British Steel, the Atky didn't have too far to travel to the Rob Lawrence scrap yard in Alfreton. It apparently stood in there for years and eventually lost things like its long platform body and anything worth very much. It was set to have the cutting torch go through it but before that occurred, Richard Lane stepped in to save it for preservation. He did have plans to restore it but after moving it out of the Lawrence yard, it was eventually bought by the avid collector of



▲ The immaculate interior. Ian has fitted a seat adjuster from an ERF to make it more comfortable. ▼



Charles Rhodes still in its perilous state. And it's at this point that Ian Patrick comes into the Atky's life: "We were actually after a beam for the house," he says, "and Kathryn and I went to a saw mill. While there I happened to spot an old Foden that looked as though it should be preserved. It wasn't for sale but the saw mill owner said he knew just the vehicle for me and in turn, put me in touch with the late Charles Rhodes down near Cambridge who did of course have this Atkinson six-wheeler for sale."

It must have been love at first sight because 23 years later, Ian can't recall why he decided to buy it. It did of course look rough but Ian had immediately realised the engine was spot on: "I took some batteries down," he recalls, "and after hand priming the old fuel through, the Gardner just burst into life - I couldn't believe it." Transported back to Nottinghamshire, Charles Rhodes towed the





I always love this view of this Atky's steering wheel – very distinctive.

Atkinson the last bit of the way so it could be pushed onto the drive of the Patrick home. So where do you start?

An early decision which Ian made was as and when a garage was built beside the house then it would have to be big enough to take the Atkinson. Ian did some basic stripping of the vehicle while it was parked outside but when the house garage came to be built, the Atky was moved to the County Truck Services premises in Nottingham. It did return to Stanton – after the garage was erected – but it came back in individual restored parts and was then gradually put back together: “We took it down to the chassis rails and after sand blasting / painting the various parts, it was built back up again.”

One valuable addition to the rebuild was to be the original manufacturer's chassis plate: “Going to various shows and the like to see other people's motors, I got talking to Steve Boot. And when I told him about the six-

wheeler I was restoring he said he had some good news. He recalled seeing the Atky in the scrap-yard and apparently after it had left, he discovered its original manufacturer's plate just lying on the ground where it had been. He didn't think that years later he would be able to re-unite that plate with the vehicle's owner.” Now having a specific chassis number Ian was able to trace a build sheet of his six-wheeler that had left the Atkinson factory on 26th April 1961. A further nugget was the finding of a picture showing an apparently identical Stanton & Staveley Atkinson six-wheeler with the registration of 490 CNU – so could this be Ian's vehicle?

### LOTS OF HELP

About 12 years were to elapse in the transition from ‘a fair bad state’ (Ian's words) to a head turning cracker (our words): “It was a slow process,” says Ian, “and a lot of people said we'd never get it done.” No surprise, Ian was



## Specification

**Make / Model:** Atkinson L1366

**Chassis No:** FC 7381

**Year:** Delivered from factory 26.4.61

**Registration:** 935 XUC (not the original one)

**Engine:** Gardner 6LW 8.4 litres - 112bhp @ 1,700rpm

**Gearbox:** David Brown 557 five-speed

**Gross vehicle**

**weight:** 20-tons

**Top speed:** 43mph

**Fuel return:** 14-15mpg

able to do most of the work himself although many hands made light of some of the work. Again there's no real surprise Ian's late father Ron helped out doing all sorts of cleaning and rubbing down.

As far as the driveline was concerned, not much was required: “All the sludge had to be cleaned out of the bottom of the engine but apart from things like the injectors, it hasn't been touched.” Of course the rest of the vehicle needed a huge amount doing with the most difficult part being the rebuild of the cab: “I don't think I could have done that were it not for John Shackleton rebuilding its ash frame.”

Ian's brother-in-law Steve Shaw, also helped out and while Ian painted the chassis, the cab's eventual painting and sign writing was done by Trevor Kervack. Ian always knew that he'd want Ronald Patrick & Son painted on the vehicle (as a tribute to his dad) but for the blend of Ambassador Blue and Post Office red colours, Ian says he copied the style used by SF Lloyd of Gunthorpe: “I always liked their colours,” he says, “and they also used to run a fleet of Atkys.”

The fleet number of 194 was taken from the small black & white picture of the Stanton & Staveley Atkinson which was unearthed during the never ending trawl for information. At first, the local licensing offices didn't think it was a problem for Ian to also take its 490 CNU registration: “We actually ran for the first year with that number,” says Ian, “but when Swansea asked for better proof that my



▲ Joint caption. Ian has fitted new springs all round. ►





The Gardner always smokes when cold – and it was certainly a cold day!

vehicle had started life with that registration then I was unable to verify it. Because of that, they just issued me with the age related number I have now.”

Ian would love to be able to trace / verify his Atky's original registration so if anyone out there can help, a call to Ian at County Truck Services - on 0115-9878888 - would certainly be appreciated.

## BACK ON THE ROAD

2006 was to be Atky's first year back on the road and since then, it's turned heads wherever it's gone. Even HC's own Alan

Barnes said it was star of the show for many when he spotted it at the Elvaston Castle gathering in that year. Ian says his father Ron often travelled with him and this was obviously a bit of role reversal from the days – as a youngster – when Ian rode shotgun with his dad.

It was attending one particular show with the fully restored 6x4 that Richard Lane introduced himself to Ian and explained his particular role in saving the Atkinson. Richard was to help with photographs of the vehicle back then and also with the original 'A' Atkinson badge – great.

Over the years, Ian was to add a mock load that added to the Atky's allure but in September '16 this was removed to make way for a load of another kind. And for the funeral of Ron Patrick, the Atky took centre stage to carry his coffin.

As well as helping out with the Atky's restoration, Ron had long been involved in helping at County Truck Services: “Even after he retired from work,” explains Ian, “he kept his HGV licence and was still driving for us when he was 80. He did all our visits to the local MoT station – and he had a great pass rate.”



◀ All the badging is brass, rather than chrome – a bit of class.

▶ The Atky has a hydrovac braking system – no air brakes here.



▲ The flat body is 24ft long.





The original manufacture's plate re-united with the vehicle.



Detail shot of the Gardner filter housing.

We feel sure that Ron would be well pleased as to how the Atkinson was presented for HC's 'test' as it looked absolutely stunning in the early February sunshine. In order to keep it clean, we had no intention of asking Ian to take it far although he needs no excuse to climb into the cab and fire up that ever so sweet sounding Gardner into life.

We couldn't resist a bit of role reversal to have a shot of it ourselves but on stepping up we wondered how 6ft 2in tall Ian's frame could get behind the wheel: "I fitted a slider

from an ERF onto the seat's under side," he says, "but really there's not enough room for it to move anywhere." The cab interior is absolutely mint (we love the varnished roof) and Ian says his late mother – Brenda – did the door cards during the restoration.

Atkinson did launch their new wrap round cab in the late 1950s but Ian explains they also kept up production with the traditionally made bow-front one like his: "Many operators weren't too sure of the strength of the new cab at first," explains Ian.

Shunting round the Colwick industrial

estate isn't the easiest job having no assistance to the steering but Ian reckons that his old motor really comes alive when it's out on the open road and his eyes gleam at the thought of just driving it the relatively short distance back home.

While we pondered earlier that it must have been love at first sight that originally prompted Ian to take on the Atky's restoration, we can certainly add that because of what's gone into it – and the story it can tell – then he loves the finished version of this Atkinson even more. ❖

▼ Ian says his six-wheeler has the same length of chassis rails as the eight-wheeler which Atkinson built. There does seem more than enough room to add another steer axle.







We enjoy what we do and it shows in our work!

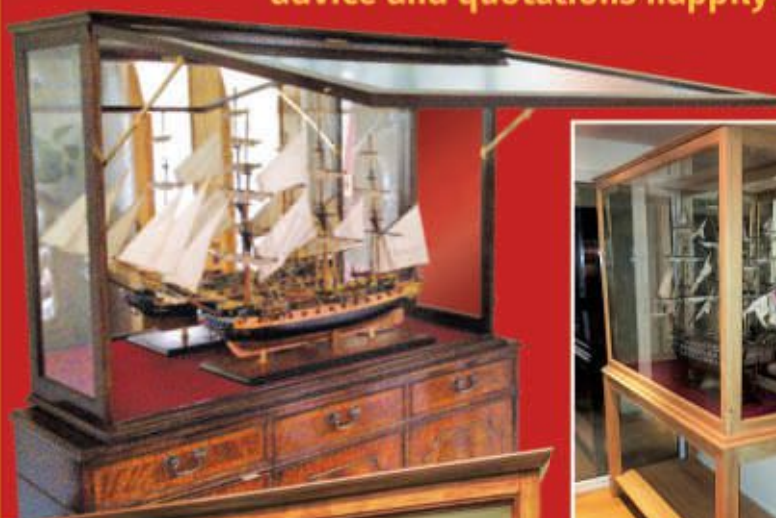


# Alan Cross Ltd

**Quality hardwood display cabinets supplied in four sizes or made to your specifications. Made with care to last generations.**

*"All cabinets delivered personally by the proprietor"*

**High quality hardwood display cases made completely to your specifications, advice and quotations happily given without obligation.**



**We pride ourselves on providing excellent service and an excellent product as these happy customers testify:**

*"I am absolutely delighted with my cabinet, both the product and your excellent service represented outstanding value for money"*  
**Mr Dawkins, Bingham**



*"Thanks again for the great service it has been a pleasure to buy from you"* **Mr Watson, Chesterfield**

Please see our website:  
**[www.alancrossuk.com](http://www.alancrossuk.com)** or phone **0115 923 2223**  
for friendly service and information.

**15 Ludlow Hill Road, West Bridgford,  
Nottingham NG2 6HF**

**Established in 1974**

email: **[enquiries@alancrossuk.com](mailto:enquiries@alancrossuk.com)**

**[www.alancrossuk.com](http://www.alancrossuk.com)**



Please check out our **Special Offers** page on our website or ring for details



## Ayrshire road run 2017

Pictures: Just some of the fantastic classics taking part in previous events.



Scotland's Premier Road Run, The Ayrshire Road Run, takes place this year on the 8th & 9th of July. The two day event overnights at Portpatrick, Galloway, writes Alex Saville.

Vehicles will gather on the Low Green at Ayr Seafront on Saturday morning before moving off, this in itself is a spectacle that lorry

drivers and enthusiasts will enjoy.

Owners of vehicles who wish to participate can contact Bill Reid on 07712 347899.

Please note there is no entry fee for this event, it's free to owners and spectators alike!

## Gipsys on the move

The Austin Gipsy Club UK are having a Gathering at the Preston Park Fire Engine and Vintage Vehicle Rally, to be held at Preston Park, Stockton-on-Tees on the 24th and 25th June 2017.

12 of these iconic 4x4 vehicles have been promised, and will be travelling from as far afield as Scotland, Cornwall, Devon, the North East, Wales, and some are even coming from Holland, together with a Swiss Fire Engine.

One of the stars of the show will be a pre-production prototype Austin Gipsy Wadham Stringer bodied ambulance. This is the only one remaining of the production run (it is still undergoing restoration) and it has not been seen for over 20 years. Some very special Fire engines, AFS vehicles, police cars, and even a breakdown truck are due to attend, to name a few.

If you know of anyone with an Austin Gipsy please let them know about this event!



## Cheshire Run correction

In last month's events list we inadvertently printed the incorrect details for the Cheshire Run, which is to be held on 30 April.

The correct details for the annual 90 mile circular tour of Cheshire & North Shropshire are as follows:-

Open to all vehicles of historical interest and following on from previous years the 'run' assembles at POPLAR 2000 SERVICES at Lymm (WA13 6EA)

on the A50 adjacent to J20/M6 & J9/M56 with the oldest/slowest vehicle departing at 9am and thereafter at one minute intervals. Heading South on the A50 the 'run' travels through Knutsford, Holmes Chapel, Arclid, Sandbach, Crewe and Nantwich before taking a half-way halt at Prees Heath south of Whitchurch alongside the A41/A49 where the vehicles form a free static display of at least one hour.

Suitably refreshed, entrants head North

on the A49 taking in Whitchurch, Beeston, Tarporley, Tarvin, Ahton, Mouldsworth, Manley, Kingswood, Frodsham, Sutton Weaver, Preston Brook, Daresbury, Walton and Warrington. Taking the A57 East out of Warrington, the 'run' terminus is the Moat Lane Showground (WA3 6EA) where entrants form another static display before dispersing for another year.

For further information email [thecheshirerun@hotmail.com](mailto:thecheshirerun@hotmail.com) or call 01925 652647.



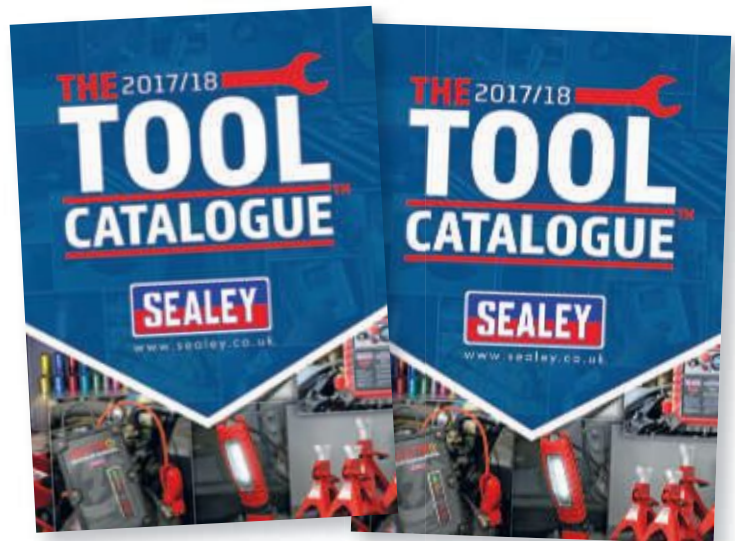
# New Sealey catalogue out now

Sealey's biggest ever Tool Catalogue features 9,500 product lines, designed for use in the trade. The new edition of The Tool Catalogue™, is a must-have reference for automotive technicians, engineers, farmers and serious DIY enthusiasts, was released on Monday 13th March 2017.

More comprehensive than ever before, the latest version contains over 2,200 new lines including new consumables, battery-less jump starters, a one-battery-fits-all range of power tools, and new variants of their 360 degree inspection lamps.

Sealey point out that all products are thoroughly tested by their experienced QC engineers for quality, performance and compliance before they are included in the range. In addition, Sealey tools are supported by warranties, an unrivalled after sales service and technical support. This ensures that even the oldest and most loyal tools can continue to work alongside new and innovative models.

The new catalogue is available from Sealey stockists nationwide or you can request your copy from the Sealey website ([www.sealey.co.uk](http://www.sealey.co.uk)). Current promotions can also be viewed and downloaded



## Events for May 2017

Visitors are advised to contact the event organisers prior to travelling. We cannot be held responsible for errors in this listing.

**30 April-1 May**

### 41ST STRADSETT PARK VINTAGE RALLY

Stradsett Park, Stradsett, Kings Lynn, Norfolk PE33 9HA

Tel: 01945 880091

[www.nvtec-ea.org.uk/rally](http://www.nvtec-ea.org.uk/rally)

### SHANES CASTLE MAY DAY STEAM RALLY

Shanes Castle Estate, Antrim BT41 4AN

Tel: 028 9446 4648

[www.shanescastlesteamrally.co.uk](http://www.shanescastlesteamrally.co.uk)

### TRUCKFEST PETERBOROUGH

East of England Showground, Alwalton, Peterborough, Cambs PE2 6XE

Tel: 01775 768661

[www.livepromotions.co.uk](http://www.livepromotions.co.uk)

**1 May**

### FREE VINTAGE BUSES TO WITNEY

Oxford Bus Museum & Morris Motors Museum  
Old Railway Station Yard, Main Road, Long Hanborough, Woodstock OX29 8LA

Tel: 01993 883 617

[www.oxfordbusmuseum.org.uk](http://www.oxfordbusmuseum.org.uk)

**6-7 May**

### MARKET BOSWORTH TRANSPORT WEEKEND

The Battlefield Line, Market Bosworth station  
CV13 0PF

Tel: 01827 880754

[www.battlefieldline.co.uk](http://www.battlefieldline.co.uk)

### CLASSIC LAND ROVER SHOW

British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ

Tel: 01926 645033

[www.britishmotormuseum.co.uk](http://www.britishmotormuseum.co.uk)

**7 May**

### 56TH LONDON-BRIGHTON RUN

Start: Crystal Palace 7am-9am

Finish: Madeira Drive, Brighton 10am-5pm

Tel: 01342 894564 [www.hcvs.co.uk](http://www.hcvs.co.uk)

### 47TH IPSWICH-FELIXSTOWE HISTORIC VEHICLE RUN

Start: Christchurch Park, Ipswich to the Promenade, Felixstowe, Suffolk IP3 9JD

Tel: 01473 715666

[www.ipswichtransportmuseum.co.uk](http://www.ipswichtransportmuseum.co.uk)

### NORTH WEST TRANSPORT SHOW

The British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE

Tel: 01772 451011

[www.britishcommercialvehiclemuseum.com](http://www.britishcommercialvehiclemuseum.com)

**14 May**

### COMMERCIAL VEHICLES

Amberley Museum and Heritage Centre, Station Road, Amberley, nr Arundel, West Sussex BN18 9LT

Tel: 01798 831370

[www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

### GARSTANG AUTOJUMBLE

Hamilton House Farm, on A586, off A6, Garstang, Preston, Lancs PR3 0TB

Tel: 07836 331324 days

[www.garstangautojumbles.co.uk](http://www.garstangautojumbles.co.uk)

### BASINGSTOKE FESTIVAL OF TRANSPORT

War Memorial Park, Basingstoke RG21 4AG

Tel: 01256 844844

[www.basingstoke.gov.uk/transport-festival](http://www.basingstoke.gov.uk/transport-festival)

**20-21 May**

### CASTLE COMBE STEAM & VINTAGE RALLY

Castle Combe Racing Circuit, Wiltshire SN14 7EY

Tel: 01454 294117

[www.castlecombsteamrally.co.uk](http://www.castlecombsteamrally.co.uk)

### ANGLESEY VINTAGE RALLY

Anglesey Agricultural Showground, Mona, Gwalchmai, Anglesey LL65 4RW

Tel: 07776 006111

[www.angleseyvintagesociety.co.uk](http://www.angleseyvintagesociety.co.uk)

**27 May**

### LINCOLN AUTOJUMBLE

Hangar Number One, Hemswell, Lincolnshire DN21 5TJ

Tel: 07816 291544

[www.lincolnautojumble.com](http://www.lincolnautojumble.com)

**27-28 May**

### COMMERCIAL VEHICLE RALLY

Newark Showground, Lincoln Rd, Winthorpe, Newark NG24 2NY

Tel: 01763 289191

[www.aecsociety.com](http://www.aecsociety.com)

### TRUCKFEST SOUTH

Newbury Showground, Priors Court, Hermitage, Thatcham, Berkshire RG18 9QZ

Tel: 01775 768661

[www.livepromotions.co.uk](http://www.livepromotions.co.uk)

### 34TH BEDFORD GATHERING

Newark Showground, Newark, Notts NG24 2NY  
[www.bedfordenthusiastsclub.com](http://www.bedfordenthusiastsclub.com)

**28 May**

### STONHAM TRUCK SHOW

Stonham Barns Showground, Pettaugh Road, Stonham Aspal, Stowmarket, Suffolk IP14 6AT

Tel: 01449 711111

[www.stonham-barns.co.uk](http://www.stonham-barns.co.uk)



## Remember the exhaust!

I've had a lot of good personal feedback regarding the feature I wrote in HC April '17 issue regarding engine sounds.

However, when my youngest son Jason read through the story, he said: "Doesn't the engine sound vary depending on what sort of exhaust system you have?" And of course, he's perfectly right and I'm kicking myself that I didn't stress that.

To earn a crust, Jason is a captain for Thomson Holiday Airlines and pilots a Boeing 737 aircraft so is used to hearing the distinctive exhaust sound of a jet engine every working day.

Writing to point out this omission, allows me to send you the attached shot taken in Venezuela in '98 which I took while wandering round the docks there. The locally operated Macks – with upright exhaust stacks – were a joy to listen to.

I also want to mention the Gardner 8LXB-240 engine as that was another huge omission from my earlier article. This must be the most distinctive sounding Gardner engine ever made.

Although saying that, I can imagine lots of folk might have different thoughts.

**Bob Tuck**

Via email



## Moving on



I thought I would send a picture of our oldest truck returning home to base after one last job. The DAF 85 CF is an X reg stretched artic unit. Up until recently it has been travelling the roads of the UK and Europe but now is time to retire from our fleet.

**Mitch Bowen**  
Abels Moving Services Ltd



## A WORD FROM NZ

I am attaching a photo of the Foden S80 which was mentioned in my letter published in the January issue of HC. As you can see, the restoration scene is in fine fettle here in New Zealand.

I have now been retired for four years after five decades on the spanners in the UK and finishing up here in NZ. I started as a trainee diesel mechanic with A Fletcher & Co, Station Road, Ibstock, in late August 1964.

Fletcher's was part of the RE Mason Group of Kilsby, Northants. My Boss was the late Ron Johnston, (AKA Johnno), a Kiwi speedway captain of the Belle Vue Aces and managing director of A Fletcher. Ron was my friend and mentor for over 50 years up until his death.

In later years, we spoke often of our time at A Fletcher, and Ron told me about stuff I knew nothing about. For instance, AF had the fist Cummins powered truck at work in the UK! I have the story as told to me by Ron himself, plus I have the very first Cummins badge off of the front panel too.

Also I am possibly one of the last mechanics around who worked on Sentinel to TVW conversions. Neil Matlock, reckons because I (quote) was at the forefront of matters AF up until Ron's return to NZ. I should start writing stories!

**Tony Lawrence**  
New Zealand



## Wagon & drag

In the March issue of HC you have an article on drawbar outfits. I worked for Whitbread & Co and we had eight-wheeled 80 barrel beer tankers weighing 24 tons when loaded, and these towed a

40 barrel two-axle trailer. The total must have been over 36 tons in 1956 and we never had any problems, except that the engine drank oil but we never had blue smoke out of the back,

**Derek Emblen** Via email

## J&A SMITH OF MADDISTON

I am writing regarding the email from David Bray that was printed in the March 2016 issue of HC, as I can throw some light onto what happened J&A Smith of Maddiston.

I drove a tanker for Smith and Robinson/Hargreave Group. Eventually we were taken over by British Electric Traction, then we were in the United Transport Tanker Group.

This consisted of Smiths of Maddiston, Wynns, Ancliff/Bulwark, Hoggs of Kilsyth, Leonard Stamp of Avonmouth, Siddle C Cook, Econofreight and finally Rentokil Initial - phew!

**Peter Rushby**  
Warrington  
Cheshire

## UNDERNEATH THE ARCHES

I am writing in response to David Forrester's letter in the August 2016 issue of HC.

Yes, I remember Houston's under the arches at Vauxhall! I was sent there in the early 1970s by an agency, and given the worst AEC unit I have ever driven (fibreglass cab). At the time they had a smart fleet of AECs (Ergomatic cab), but obviously I didn't qualify.

I have had a similar career to David's, gaining my HGV1 through grandfather rights, whilst working as a mechanic, and having previously worked on cars. I am retired now, but spent the intervening years driving lorries most of the time. This was primarily on low-loaders carrying

machinery and boats, but also general haulage, tippers and furniture. No tankers.

Coincidentally, I finished up on supermarket deliveries, like David. I spent 12 years with McGregor Cory at Hackbridge, on the Sainsbury's contract. My last five years were in the transport office, running the pm shift (my choice), and driving occasionally for overtime and enjoyment. I am pleased to say that I treated all drivers equally, whether they were agency or had 30 years on the firm, always endeavouring to give all drivers the destination and hours of their choosing.

**Alan Davis**  
Kingston-on-Thames

## Remembering the Cally

I thank you for the story about the Caledonian in recent issues. They were a huge company with good gear at the time. I lived in Easttriggs and saw plenty of them, always looked on with envy.

Prior to my leaving school in 1950 there was a bus operated by the Caledonian called the mail bus. It ran between Carlisle and Dumfries, and it passed through our village about 8.45 each night (not Saturday). There was a mail box chained to the hand rail inside the door. They were single deck buses - they had to operate the low road to Dumfries with low bridges.

When the bus stopped you simply stepped onto it and popped your letter in the box - done! It was a great service.

I have been in Australia since 1963, employed in the transport industry, and covered most of this big country but my present job is the best. I work for the government, they pay me every two weeks, no arguments. Thankful for the mag. It is about two months old when I get it.

**Ian Henderson**  
Via email



## SOUNDS WONDERFUL

I am writing regarding the article 'Sounds wonderful' on page 34 of the April issue of HC. Back in my British Soda days we had an eight-wheel Foden bulk tipper tank fitted with a Mk6 Foden two-stroke engine and seven-speed gearbox. One night I had to take this wagon to do a load to Silvertown. On the way back I came through the city and up the Archway. The sound of that Foden two-stroke with its front-mounted exhaust was like music magic to my ears! Later, this wagon was a 'hand me down' to another driver and he started wearing ear defenders and complained so much about the noise that they moved the exhaust down the chassis! What a wimp of a driver!

Another good sound is a Jake Brake on a big Cummins engine. The best sound of all though, was my Harley Davidson Dyna Wide Glide with straight through pipes.

**Dave Norbury**  
Sandbach  
Cheshire



## FORD K SERIES

I'm writing after seeing the brochure for the Ford K Series truck in the August 2016 issue of HC.

In the early 1960s I was a test engineer working for the Ford Motor Co in their commercial vehicle test and development area. At that time the K Series programme introduced this normal control vehicle, which used the new cab which had been designed by Ford, Cologne, in Germany. Testing had reached completion: 2000 miles of punishing pave and corrugated surface running, cold weather testing successfully completed in Finland, and many thousands of day and night miles driven. The road running included many of the hills on the road drivability circuit in Kent.

The K Series was an extremely comfortable vehicle to drive, and inspired confidence. The improvements over the old Trader were vast. No more banging the left elbow into the back of the cab when changing into top gear! In many ways it felt like you were driving a big saloon car. My only complaint was the design of the driver's seat. This was made up of two parts – the seat back was attached to the back of the cab, and the seat base was mounted on the floor. The movement of the cab when driving caused a differential movement of the two parts of the seat which could pull the driver's shirt out when driving in shirt sleeves.

After the launch of the new vehicle I was told to complete a press

demonstration, taking the then editor of 'Modern Transport', Mr Bill Cornwall, to put the K Series through its paces. Prior to this I had foolishly said to a friend in the office that it might be a laugh to turn up for the press demo dressed in a city suit, white shirt, bowler hat and carrying an umbrella. My bluff was called, and a £5 bet made that I would not see my idea through. The meeting place was Dees, the Ford main agent at South Croydon. As I swept onto the forecourt with bowler hat firmly in place, I noticed that Bill Cornwall seemed badly dressed in a top coat and cloth cap. As I drew to a halt I saw that Bill removed his cloth cap, which then remained hidden for the rest of the day.

I think that I and my bowler hat had a successful day – would you believe carrying out brake stopping distance tests on the A25 and firing chalk test guns all over the Queen's highway!

However, at lunch time I apologised to Bill for my tomfoolery, and I think he enjoyed the joke.

**John A Dawson**  
Rayleigh,



## GUY MEMORIES

I am writing regarding Guy Big J lorries. The only one I ever drove was for the National Coal Bord in South Wales. It was a thirty ton eight-wheeler with a 180 Gardner, and had seen far better days by the time I came to driver her. However, as a schoolboy I spent a lot of time riding in Guy lorries. The first was a Warrior Light Eight bulk tipper, ex Samuel Barlow. My friend drove it for BA Rogers of Stewen, South Wales. It had a 120 Gardner, ZF gearbox, Eaton two-speed axle, Eaton diff and trailing axle. It carried a good payload for an eight-wheeler, and its reg number was LBF 638D.

My friend then graduated to a Big J eight-wheel tipper for the same company. This had a 180 Gardner, but what a difference in brakes engine and driving position. This lorry was ex Smiths Tamworth, reg number JRF 830F.

BA Rogers built a fleet of Big Js to replace the Warriors, some with Gardner 150s, some with AEC engines. They used to put 180 springs on the pumps of the 150s to gee them up a bit!

I went to work for a local firm, and drove Leylands, Albions, Atkinsons, and my favourite, Fodens. All were rigid tippers, and I used to take coal all over the country.

I've just retired after 40 years driving. I started on AECs on site when I was 16, but I have always had a soft spot for Guy vehicles, as I spent so much time with them when I was a youngster. Alas, like all the other lorries I've mentioned, they are just history now. Lots of Guys engineering was ahead of its time. Hope I haven't gone off track!

By the way, you could make a Gardner go at quite a lick. I had a 30 ton S39 Foden doing 67.68mph on the flat, but she'd struggle on a hill over 1 in 5.

**C Williams**  
Swansea





## Out and about

Please find attached a photo of a Mercedes 1820 Horsebox, which was a sight for sore eyes at Charnock Richard where I snapped her taking a short break on 11th March 2017. This model is quite a

rare sight on the roads nowadays so it was a real bonus to stumble across this example, proving that she is still capable of doing a useful days work.

I am also attaching a snap of a DAF 75CF, which I took at Forton Services near Lancaster on 26th February 2017. It doesn't look too bad for its age.

Finally, I snapped this unusual looking military vehicle in Langho on 18th February 2017.

**Chris Newton Via email**

*Thanks for the photos Chris. I think the military half track is an American-made White, but I stand to be corrected! – Ed.*

## NEW ZEALAND OLD TIMERS

Thought you may appreciate the enclosed photos showing vehicles encountered during our recent visit to South Island, New Zealand. They were parked, along with a Vauxhall Victor FB, outside a small museum which unfortunately wasn't open at the time of our visit.

**Tom Hall  
Durham**



## THE WAY IT WAS

I am a new subscriber to HC, but not a new reader. On receiving my third issue I skimmed through. On the first page was a blue Morris Commercial with my name on it – Tony Hill! The star letter from David Forrester of Bolton was very good. I wish I had that experience! My introduction to spanners was when our coal lorry broke down and dad got out his bicycle spanners. They never fitted and the air was blue! Woe betide any customer who came out and asked for coal when we were on the side of the road with the bonnet up or the cowl off. I never knew the difference between a 7/16th or 1/2inch. Later on it was 10mm. You could nearly dismantle a Ford Cortina with a 10mill – Mk1, 2, 3, 4 or 5!

But we had nothing in the 1950s. No Halfords selling cheap socket sets, spanners and screwdrivers made in China. We had sloppy screw jacks and 'L' shaped bars that bent when you put any force on them to change a tyre. Nobody could get their hands on a scaffold tube. Tangy hydraulic jacks were a rare and expensive item. Second-hand tools and car boot sales were non-existent.

Mark Gredzinski's photos are great. I can relate to the locations of the vehicles and firms – the Midlands. The one of the Volvo F6 run by GA Transport of Tipton, taken with snow

on the ground in March 1995 with the caption – made Walsall look like a winter wonderland, with snow on the tarp. That is a tall order, and it made me chuckle. About right though.

The wife then brought me out a cup of tea and a custard cake. I was sitting in my cab when I suddenly spat the tea out laughing! Glorious Malvern, there we were! The Blues Brothers drive a 1989 Leyland Roadrunner. They say a picture tells a thousand words. The sad thing was that Ray the tyre man never bought me this issue. We would have had a good laugh.

Ray Louder (Aldridge, Quality Tyres) was well known in the Midlands area, having spent a lifetime in the tyre trade. He started work at Fisher Tyres, Small Heath, Birmingham – a company name long gone. There was plenty of work from the coal yard 200 yards away, LCP Fuels, and the railway sidings. I believe Fishers were one of the first to put a HIAB on the back of a small 2-ton FGK for plant work. Ray used to drive it. In 2015 he showed me a portfolio of photos and plans that he had collected over the years. Ray worked on the motorways when they were under construction – M1 and M5, on 24 hour callout. They belong to the family now.

Ray used to come and see me every Wednesday and chew the fat. He also brought me his copy of HC when he had finished reading it, so I am no stranger to the magazine.

The last time that Ray came up was the first

week in December 2015. He said he didn't feel well. And that was the last time he came out. He passed away in June with the dreaded C.

Three local firms that Ray worked for and spoke about were Greenham Plant, VHS and Bliss Sand & Gravel, now closed. Ray always sought me out at Welland Steam Rally. I have been filling the Roadrunner up and taking items to the auction for the last seven years. I am on the field for 7am on the Friday morning. This is something else I never thought possible, but always wanted!

2015 was the last time that Ray came and found me. It was an horrendous day of heavy rain. I managed to unload by 8.30am and got off the field onto the hard standing by the exhibitors entrance. There was a black bonneted unit in front of me. Was it a Scammell, Volvo or Scania? It had a steam traction engine on the trailer with a crane jib. It was a fabulous looking unit all in the same black livery. I meant to take a photo, but after three changes of clothing and with no let up in the rain, enough was enough. Ray found me. He had purchased a plastic umbrella. The 2015 was cancelled. Ray was sorely missed at the last show.

Writing this has jogged my memory. On the way to the 2015 show at Weland I was on the M5 southbound, just before the Bromsgrove turn off. It was a lovely July dawn. I had seen the weather forecast the night before, for a band



of rain from the south heading north. It was just before dawn at about 5.15am, and there was plenty of heavy plant on the move. However, my eye was drawn to a lorry with flashing lights on the northbound carriageway. When it came near, what a super sight! It had a Spitfire on its trailer, complete with its RAF roundels! I only saw it for seconds but it's a sight I will never forget. I was so engrossed I never noticed the hauliers name. Did anybody else see it? Where was it going? At about this time I believe one had been auctioned.

The other sight I was privileged to see was at a junction in Bilston. There was a shape looming over the top of the trailer, and it was hard to make out. But when it came level it turned out to be the steam locomotive 'Sherwood Forrester'. I followed it, and when the traffic stopped I managed to get a quick photo. This was about ten years ago in the same lorry that I went to Malvern in. I never saw the haulage company name. Maybe the driver will read this? This is my era, and is what our preservation movement is all about. Steam, air and stationary engines.

Now to glorious Malvern 2016. We start out at 5.45am. It's a nice cool early Saturday morning. M5 at 6am, Worcester by 7am and Malvern by 7.20, and stop in a lay-by to stretch our legs. Trevor and I have a cup of tea. Sue, my Jack Russell, chases a few rabbits in the margins of a field of corn. Then we set off again and arrive at the showground around 8am.

We are met by stewards who ask if we want to go inside or stay outside. I went for the outside, as I've got the engine on the back which I could start up if anybody is interested. This is another first for me. I have been coming up for many years, but never in my wildest dreams did I ever think I'd be in my own working lorry, which I've owned for 26 years. We are past the 25 year cut-off date now, and heading for 30. Are we the first Roadrunner? I have only missed one show in many years, a flat tyre on the car. I don't believe I've seen another Roadrunner here.

I drove down the first avenue, and set up at the end. There was a grass verge to the right and a large playing field in front and the sun was shining over the top of the Malvern Hills. We put our chairs and table out and had our second brew up. Great. Shortly afterwards we had our first shower. It was April being seasonal.

So we made our first sortie into the halls. I can remember when the top hall was full with Auction items and memorabilia. The last item I bought here was a Roadrunner front bumper. Now Classic Commercials had a stand here, it was unmanned. Probably too early, but on the way back down there was the Heritage Commercial stand up and running. I signed up there and then, taking advantage of the special show offer. That's why I am writing this letter. Great show, great wagons and a pleasure to meet old acquaintances again. Just below our photo in HC is Mark from Chebery Mortimer's Peterbilt. I have met Mark at a small gathering on the Old Hollies Car Park on the A5 Now called Road King. Times move on, I ran the engine for Mark, he had not seen it before.

What starts off as an idea boomerangs, I have had this Tangy engine probably 16 years.



**The Roadrunner at Malvern 2016 with John Norman's Mercedes parked behind. Sue is sat on the driver's seat.**

But six years ago I had the generator frame cut off and four lifting hooks welded to the top of the frame by Freddie Hooper, Electric Avenue, Whitton, B'ham. Another well known name in the area. The engine is a rare vertical Tangy of Smethwick 1936 2-cylinder diesel. I also had a pulley wheel fitted to the flywheel so when it is not on show it is coupled by a belt to a 50s Liner wood saw. Another working exhibit, that cuts all our winter wood. These Liner wood saws were once common on every building site in the 50s and early 60s. I believe this one to be ex Army because it has a HD Army towing hitch.

If you look closer at the rear wheel in the picture, you will see a lorry grill. It's been hanging up in the garage & barn for 40 odd years, and I don't know the make of the lorry it came off. The idea was always to fit it to my Land Rover, 'The Green Goddess'. You will notice, and I noticed from the photo there was never a painted name on the lorry or trade name. It was never needed everybody on North Birmingham knew whose lorry it was. But now after eight years retirement and going into new environments, I believe it's time for a change. Dave Perks who advertises in HC is going to do it. He has already sign-written my Austin K2. I mentioned the 'Green Goddess', that's another story. It was never sign-written. There was never any need, everybody knew it. It was factory made, full six-wheel-drive, two Salisbury axles at the rear. I was told there were six made. Does any reader know more? It was 'A' Reg. 1984, (Ex Southern Electric). The grill was never fitted and I took it to Malvern with a sign 'Does anybody know what vehicle this grill is off? Ex Army'.

Writing this it is twelve months to the 17th August when I meet Fred at Lupin Farm Abbots Bromley. A great show, it is free, all they ask for is a donation to the Air Ambulance. This year it was £4 to stop people rooting for small change. Fred approached me to see if the engine was for sale. We got talking and he told me about his collection, all under cover now. Fred's thing is Thornycroft. I had a feeling the grill was an ANTAR but he assured me it was not. I met

Fred again at Donnington and early on this year he invited me to his open day in February. We were privileged to be asked, Trevor and I spent an enjoyable morning there, I believe Fred has about 30 Thornycroft. He might have six Antars but he certainly has three. What a beast. Would you have had to have arms like Garth to pull or turn the wheel? The grill was not an ANTAR (MIGHTY ANTAR).

Everytime we come back from one of our sorties we had a small crowd gathered, (our pleasant spot on an incline, was not a pleasant spot, the grass was wet and the rain water ran down to the gutter.)

There was a man & his wife waiting, he said I know what vehicle the grill is off, I have two. I think this might have stumped a lot of heads. Not only had he come up with an answer in two outings. I said go on, he said Humber. I said I never thought of that, not forgetting I have read our lorry magazines for years and never seen anything resembling a likeness. He wanted to buy the grill, I did not take it to sell. We had a haggle, stalemate. We did another tour of the halls and came back for another brew up. I saw the man and his wife coming back through the crowd, we had another go and a deal was struck. We had a laugh when he said to me you only paid £25 for the vehicle. He went away with his grill a happy man.

I had told him earlier back in the middle 70's I had bought both vehicles for £25 each. They had been towed down to the yard. Obviously Ex-Army with bulbous fronts, probably about 2-2½ ton pick-ups, no canvas tilt, no named body, but what threw me was each had a Rolls Royce engine on the back. One stood outside in the yard for weeks, and we put the other one on the bomb park (anyone remember that name?) next to the yard. This is Aston, B'ham, there was no room to store them in the yard. We never had a bite on them, so eventually they had to go for scrap. Land and space was and still is at a premium in the inner city.

**Tony Hill  
Walsall.**





**“No two lorries are the same, that’s why you need a specialist to arrange your insurance cover”**

Eddie Johnson, HGV and Classic Lorry Insurance Specialist

## **The Classic Lorry Insurance Specialist**



**www.classiclorries.co.uk or call 0161 410 1065**

Classic Lorries is a trading style of ISIS insurance. ISIS Insurance Service Limited is authorised and regulated by the Financial conduct Authority. Our firm number is 314533.



**Why not join the UK’s premier historic commercial vehicle club?**



## **HISTORIC COMMERCIAL VEHICLE SOCIETY**

**Take a look at our website [www.hcvs.co.uk](http://www.hcvs.co.uk)**

Our members’ vehicle insurance scheme is one of the best and vehicle recovery for all sizes of vehicle is included at no extra cost.

Membership also gives an opportunity to take part in our celebrated annual **LONDON TO BRIGHTON RUN** plus other HCVS organised events throughout the country

Photos P Quinn



Interested in joining? then  
contact our Membership Secretary  
Diane Taylor on  
Tele No. **01342 894564**  
or e-mail: **info@hcvs.co.uk**

**Registered Charity No. 271123**









# SUBSCRIBE TODAY

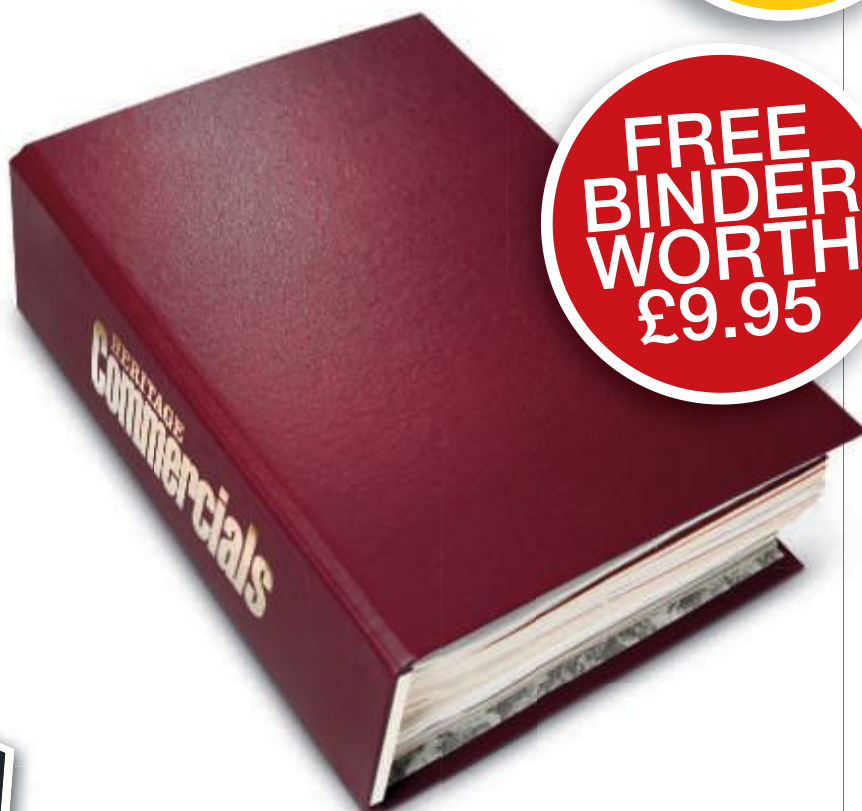
## WHICH ONE SUITS YOU?

OFFER 2. **UK PRINT EDITION WITH FREE GIFT**

### 12 ISSUES FOR THE PRICE OF 9 PLUS FREE MAGAZINE BINDER

This month we are offering UK subscribers a **FREE Heritage Commercials magazine binder** worth £9.95 to keep your issues safe.

Make dog-eared, torn and damaged magazines a thing of the past, keep your issues in pristine condition and safe. Each binder will store a year's worth of magazines and will fit snugly onto a shelf keeping your back issues all in one place ready for you to refer back to whenever needed.



**FREE  
BINDER  
WORTH  
£9.95**

PAY  
FROM JUST  
**£38.25**  
**EVERY 12  
MONTHS**  
SAVING  
25%\*

\*25% saving based on cover price of £4.25 per issue. UK Direct Debit print offer only.

**SUBSCRIBER**  
*Plus*

**ALL PRINT MAGAZINE SUBSCRIBERS  
ARE AUTOMATICALLY MEMBERS OF  
SUBSCRIBER PLUS, GIVING YOU:**

- Preferential rates on our associated events and products
- A constantly refreshed range of products to choose from
- First access to subscription offers on other Kelsey titles
  - Exclusive discounts on your favourite brands
  - Free entry into subscriber only competitions

[shop.kelsey.co.uk/subscriberplus](http://shop.kelsey.co.uk/subscriberplus)

### 3 EASY WAYS TO ORDER

- 1 **ONLINE**  
**[shop.kelsey.co.uk/hcm](http://shop.kelsey.co.uk/hcm)**
- 2 **POST**  
Fill in the form and send to: **FREEPOST RTKZ-HYRL-CCZX**,  
Heritage Commercials Subscriptions, Kelsey Publishing Ltd.,  
Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG
- 3 **CALL OUR SUBSCRIPTION TEAM**  
**01959 543 747** & quote offer code HCMP0517  
Hotline open: Mon - Fri 8am - 6pm.



# AEC's mountain movers

Alan Barnes looks into the history of the AEC Dumptruk.



Four of the AEC 690 Dumptrucks of the McAlpine fleet on the construction of the M1 in 1964. Photo AEC Southall Neil Fraser Collection.

**S**timulated by the post war boom in the UK of major civil engineering and construction projects it was hardly surprising that the leading vehicle manufacturers began to produce a new range of specialised vehicles.

Foden, Scammell and AEC all developed various heavy duty tippers and dump trucks specially designed to cope with the demands of off road and site working. As far as AEC was concerned the company had introduced Mammoth Major MKIII range in the autumn of 1948 but by the 1950s demand for vehicles more suited to working in rough terrain had started to increase. This led to the development of their heavy duty tippers with sprung articulated rear bogies, and these vehicles, which were essentially robust versions of the Mammoth Major, paved the way for the later introduction of the AEC Dumptruk.

Just why the company elected to leave the 'c' out of the name 'Dumptruk' is unclear but perhaps the 'marketing boys' wanted their product to have an identity of its own.

## 'Dumper' becomes 'Dumptruk'

The company responded positively to customer demand and their heavy duty tippers could be supplied with hydraulic tipping gear from a number of manufacturers including Edbro, Pilot Works and Telehoist. These vehicles immediately proved popular, with leading firms such as Wimpey and the National Coal Board running sizeable fleets. By the mid 1950s AEC were marketing these heavy duty tippers as a 'Dumper', with the Mammoth Major MKIII Dumper coming to the market in 1955.

In 1958 a modified version of the Mammoth

Major six-wheeled dumper was introduced and marketed as a 10 cubic yard 'Dumptruk'. The Commercial Motor reported on the new vehicle in September 1958 commenting that the model incorporated improvements "which are the result of operating experience with the original dumper. The Dumptruk is offered with one standard specification only, apart from alternative bodies. Many features previously supplied at extra cost are now included in the standard specification." New franchise arrangements had also been made for the Dumptruk, with distribution throughout the UK being handled through the Scottish Land Development Corporation. The SLD had

operated AEC heavy duty tippers in its own fleet and this new franchise deal marked the beginning of an association which would last for several years.

The new Dumptruk was powered the 11.3-litre AEC diesel engine which developed 150bhp at 1800rpm, and which was paired with a new five-speed all constant mesh gearbox. This had been specially developed, and incorporated "robust first, second and reverse gear trains suitable for continuous operation in these ratios".

The chassis frame featured pressed steel side members and was reinforced over the rear bogie with additional strength being provided by



Mammoth Major Dumptruk with dozer blade. Photo AEC Southall Neil Fraser Collection.



10cu yd 3673M Dumptruk derived from the Mammoth Major MkIII, and seen here at the NCB Bolsover Colliery. Photo AEC Southall Neil Fraser Collection.



the tipping gear subframe. A heavy duty front bumper protected the radiator, headlights and sump guards, and the vehicle was also fitted with front and rear towing attachments as standard. An all steel half cab was fitted providing good all round visibility, some degree of driver comfort, and heating & demisting equipment was also fitted as standard. The vehicle was equipped with the Edbro B & E Model 15DN dumper hoist which took less than thirty seconds to complete a full tipping cycle.

Three body styles were available - general purpose, rock carrying and coal haulage. The 10cu yd capacity general purpose body was made from thick steel plate with a 2inch thick

hardwood sandwich floor. It featured a scow rear end and a canopy which extended over the complete length of the cab. Alternative body widths of either 7ft 10in or 8ft 4in were available.

### **Maudslay manufactured**

With space on the production line at Southall at a premium in 1958, assembly of the Dumptruk was transferred to the Maudslay plant at Great Alne near Alcester where the Maudslay engineers were already working on the design of a new version of the Dumptruk. By 1960 Scottish Land Development had also assumed responsibility for marketing the Dumptruk and

although it was basically the same 1958 model, there had been some minor improvements and it was now advertised at the 10 Cubic Yard Dumptruk.

Since its introduction the AEC Dumptruk had gained a reputation as one of the best in its class but demand for more powerful off road trucks was increasing. Design and development work which had begun at the start of the 1960s culminated in the introduction in 1964 of an improved model, the 690 Dumptruk. The Commercial Motor reported the arrival of the new model on 4 September 1964; "Delivering 192bhp a new Dumptruk six-wheeler is announced by AEC Ltd this week. Designed



10cu yd Mammoth Major Dumptruk was the forerunner of the 3673M Dumptruk. Photo AEC Southall Neil Fraser Collection.



Normal control AEC Mammoth Major MkIII and trailer. Photo Graham Newell Collection.





Mammoth Majors at work. Photo Graham Newell Collection.

wholly for the civil engineering industry the 690 Dumptruck, as it is to be known, will carry a payload, off the road, of 15 tons and has enough power to handle this weight over any sort of terrain. The dimensions of this machine enable it legally to be driven on the highway if so required."

The 690 was equipped with the 2AV690 engine and the D205 five-speed constant mesh gearbox, although there was also provision for a sixth overdrive ratio. Improved double reduction, spiral bevel rear axles were fitted as standard along with a two-spring suspension bogie. The chassis was a new stronger design but it was arguably the new cab which was the

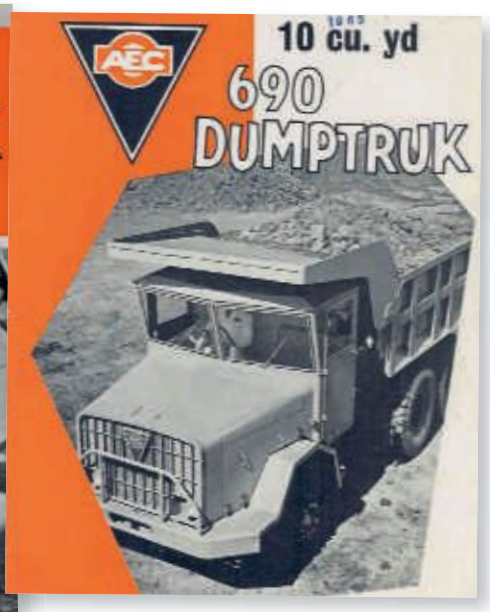
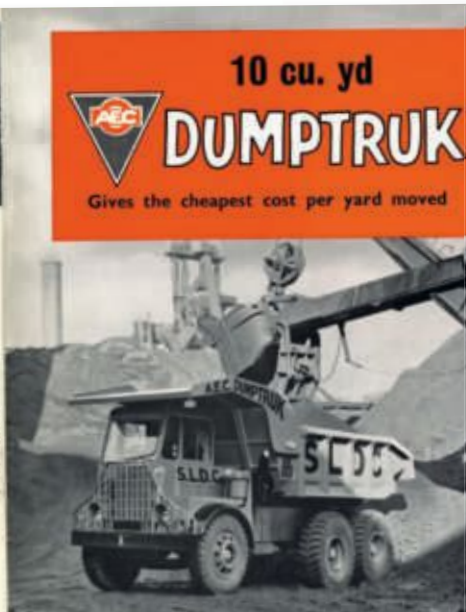
most notable feature on the new 690. As the Commercial Motor correspondent noted; "One of the biggest advantages of this AEC Dumptruck over its competitors is the degree of comfort offered to the driver. The full width cab is fitted with a heater, demister unit and a comfortable and full adjustable seat. Vision from the cab is impeccable and the forward sloping screens do not quickly get smothered in dust and dirt. The power-assisted steering makes it a pleasure to drive"

The AEC 690 Dumptruck certainly 'hit all the spots' and is now regarded by many as a 'classic dumper', and the model and its subsequent variants remained in production until 1981.

The model also became something of a 'nomad' as by the time it was brought to the market AEC had been acquired by Leyland. The 690 Dumptruck was assembled at a number of locations with production at the Maudslay plant at Great Alne, Thornycroft's Basingstoke factory, Aveling & Barford in Grantham, Scammell at Watford and some, amazingly enough, were actually built at Southall. While the 690 still carried its AEC badge, the vehicles also displayed the nameplates of the company where they were built. However it would seem that a few important customers insisted on brand loyalty and George Wimpey, for example, insisted that all the 690 Dumptrucks in his fleet



Cover of a 10cu yd Dumptruck brochure. Neil Fraser Collection.



Cover of a 690 Dumptruck brochure. Neil Fraser Collection.



were badged as AEC wherever they were built.

Towards the end of its production years the versions produced at the Scammell factory in Watford were re-designated as the Leyland LD55.

The 690 was undoubtedly the most popular and most successful of the AEC Dumptrucks and although production came to an end in the 1980s many of these machines were still in use in various parts of the world into the 21st century.

### **Bigger vehicles**

For a 'bus builder' the company had achieved considerable success with its entry into the production of specialised vehicles for the civil engineering and construction industries. However while the production of the 10cu yd Dumptruk had arguably been a natural progression from the earlier heavy duty Mammoth Major tippers, plans to add large capacity dumpers to the AEC range was more involved. It was not just a matter of building a bigger 690, as any new large capacity vehicle would require new engines, gearboxes and axles. The company consulted with SLD and Euclid in the USA before development work on an 18cu yd machine began at Maudslay in the late 1950s, and by 1960 the first prototypes had entered service.

The largest engine which AEC had designed at that time was a 17.75-litre straight-six which had been used in railcars and as an industrial power unit but had not been applied to any road going vehicle. At the end of September 1959

► **Model HDK4 18cu yd Dumptruk with AVT1100 engine introduced in 1959. Photo AEC Southall Neil Fraser Collection.**



▲ **AEC 690 Dumptruk in Scottish Land Development colours. Photo Graham Newell Collection.**



◄ **Prototype 18cu yd Dumptruk at Costains Acorn Bank Opencast Mine, Bedlington, in 1959. Photo Graham Newell Collection.**







With the formation of the British Leyland Special Products Division the vehicles were designated the LD55. Photo AEC Southall Neil Fraser Collection.



AEC badged Dumptrucks were built at the Thornycroft Works at Basingstoke. Photo Graham Newell Collection.

AEC introduced its new 18cu yd Dumptruk HDK4 powered by the 340bhp AVT1100 turbocharged six-cylinder diesel engine with three-stage hydraulic Twin Disc torque converter and three-speed forward and reverse gearbox. The final drive was via a Kirkstall Forge double reduction extra heavy duty rear axle. It was described as "one of the largest mechanically propelled units to be manufactured in Britain with an unladen weight of 25 tons and can climb a gradient in excess of 1 in 3 when operating at 50tons gross weight."

The heavy duty chassis frame was made from 16inch x 6inch rolled joist section side members and there were three tubular cross members positioned between the axles, and in addition there was an 8inch tubular cross member at the rear of the chassis. To provide a strong boxed section a steel plate was welded between the front side members.

The tried and tested Edbro B & E 15DNT twin ram three-stage hoist was fitted, and hydraulic pressure was delivered from an auxiliary gearbox using a Hamworthy gear type pump. This was a large and impressive machine with a typical body weight of just under 7-tons and it had a wheelbase of 14ft and an overall length of 29ft, but at over 12ft wide the vehicle could not be used on the road. The cab was constructed of heavy gauge steel panels and featured reverse sloping windscreen panels which were designed to provide a wide field of vision, reduce glare and reduce dust settlement.

### Technical problems

However, unlike the 690 the new larger capacity Dumptruk experienced quite a lot of problems when it entered service. It was certainly a technically advanced machine but with operators requiring a truck for 24 hour operations in situations such as open cast coal mines this AEC was, unfortunately, found wanting. There were problems with the performance of the engine and while the AEC engineers always provided first class back up, the AVT1100 was clearly not up to the job. The solution offered by SLD was to offer reconditioned Dumptrucks fitted with the 360bhp Rolls-Royce C8TFL 16.22-litre engine which certainly improved performance and reliability.

As well as the 18cu yd 'Monster', a smaller 15cu yd version was also developed and brought to the market in 1964. This vehicle used the naturally aspirated AEC AV1100 engine rather than the turbocharged version which had proved to be problematic in the larger machine. The 17.75-litre six-cylinder diesel engine was rated at 300bhp at 1900rpm, with drive through an 18inch diameter single dryplate clutch to a Fuller 10-speed gearbox which replaced the automatic transmission of the larger machine. The driving axle was a Kirkstall double reduction assembly with spiral bevel primary gearing and hub mounted epicyclic trains.

Branded as the 1100 Dumptruk, the model was essentially a scaled down version of its larger 'cousin' with an unladen weight of 20.17-tons and capable of carrying a payload of just over 20-tons. The vehicle was 25ft 8inches in length, 11ft 5inches wide and 12ft high over the canopy. This model proved to be much more reliable than the 18cu yd version and although not built in anywhere near the numbers of the successful 690 they sold reasonably well.

The 1100 Dumptruk could well have provided the basis for further development work but while AEC had the engineering experience to design machines for the needs of the construction industry it would be 'politics' which brought an end to Dumptruk development. With Aveling & Barford having been acquired by Leyland in the late 1960s the 'powers that be' had decided that this would become the specialist heavy plant company in the group. Consequently Leyland had apparently decided not to invest in any proposed development work by AEC on new Dumptruk models. For many this was regarded as a very short sighted decision as AEC had already designed and produced the acclaimed and highly successful 690 Dumptruk, and with their depth of engineering experience there really was nothing to stop them developing future models of a similar standard.

The use of information and photographs kindly provided by Neil Fraser, Graham Edge, Graham Newell, AEC Gazette and The Commercial Motor is gratefully acknowledged ♦



Restored Aveling Barford 690. These versions of the AEC 690 were built in Grantham. Photo William Fisher-Jones.



THE

PETER JAMES



INSURANCE

# BROMLEY PAGEANT OF MOTORING



Live Music  
Club Stands  
Famous Faces  
Quality Exhibitions  
One Make Parking  
Restoration Projects  
Autojumbles and Trade



## FUN FOR ALL THE FAMILY!

SUNDAY 18<sup>TH</sup> JUNE 2017

NORMAN PARK, BROMLEY

[www.bromleypageant.co.uk](http://www.bromleypageant.co.uk)



# Leyland's lightweights

## The Marina years, 1972-1982

Part  
1



Morris Marina 1098cc van. This is one of the earliest survivors, with less than 40,000 miles on the clock. Photo Russ Harvey.

### Russ Harvey looks at the car derived vans and light commercials produced by British Leyland and Austin Rover.

**T**he Marina range was developed under the guise of Amalgamated Drawing Office number 28 (ADO28 project). At the time, British Leyland (BL) had decided that traditionally-engineered vehicles would be released under the Morris name and the newly designed vehicles, likely to have transverse engines, would appear as Austins. However, these Marina commercials were initially produced as 'Austin-Morris' vehicles.

It was August 1972 when production of the Morris Marina van started, over 12 months after the launch of the saloon and coupe. It was the Minor LCV's successor replacing the 6 & 8cwt versions, however I am sure they would have been coming down the assembly lines at the same time due to the Post Office order for Minors that was still to be honoured after 'official' production had ceased. The Mini van and pick-up remained in production to deal with weights up to 5cwt, and were powered by the 850cc and 998cc engines. They continued to be assembled until the Metro van made its debut in 1982. The Marina pick-up appeared in 1973.

#### 7 & 10cwt Commercials

The 'all-new' Marina vans were powered by the reliable A-series motors, the option on the 7cwt model was either the petrol



The early Marina vans had chrome bumpers and door handles. Photo Russ Harvey.

four-cylinder 1098cc (1100) engine or the 1275cc (1300) version, whereas the 10cwt vehicles used the 1300 option only. A respectable 43bhp was achieved from the 1100 engine, whilst 57bhp was squeezed out of the 1300. Both came equipped with 8in diameter clutch and a four-speed synchromesh gearbox pinched from the BL parts bin, I understand the donor being the Triumph Dolomite. The van boasted 88cu ft of carrying capacity, but removing the passenger seat saw this increased to 104cu ft, with a load space of over 6ft. The cargo floor-space incorporated a lip at the front end, thus preventing the load from shifting or sliding forward.

The pick-up version was only available as a 10cwt powered by a 1275cc motor. A tilt and hoops was an option available from



This Morris Marina 1700cc pick-up was a one off produced using Marina saloon mechanicals in a new pick-up body and 'Special Tuning' logo reproduced. Photo Russ Harvey.





Up front the basic workman-like cab and dashboard shows the Marina means business. Photo Russ Harvey.



The 1098cc engine used on early Marina commercials. Photo Russ Harvey.

the local Unipart supplier at that time. The pick-up sides were capped with hardwood to prevent damage to the paintwork when loading and unloading the vehicle.

The 7cwt van was originally offered in three versions of trim, and prices were as follows: a mere £665 bought you the standard trim van with the 1100 engine, £695 got you the standard trim plus a 1300 engine and you paid £735 for the deluxe trim with the 1300 engine. Only one 10cwt model was offered and that came with de luxe trim and the 1300 engine, and attracted the price tag of £775. Included in these prices, was underseal and wing mirrors, however optional extras included a servo assisted brake system and an enamel paint finish. Surprisingly, an interior rear-view mirror was also classed as an extra!

The body was of pressed steel construction, comprising of many sections welded to form a complete body shell. The cab on these commercials could be described as 'luxurious' compared to its predecessor, the Minor, but still rather basic in design. Not inheriting the dash from the saloons, a single binnacle speedometer was housed in front of the driver's seat that housed the basics, including odometer, temperature and fuel gauges, with various switch controls close to hand. There was a copious amount of space in the cab allowing full adjustment of the driver and passenger seat (when fitted), a big improvement over the Minor and Mini commercials.

The simple dashboard layout included an open glove box for storage on the passenger side. The rear cargo section had some neat stowage space for the spare wheel & tyre on the nearside close to the rear wheel arch, with the jack and tool kit being housed on the opposite side. The interior sides of the van were reinforced with strengthening ribs running from the wheel arches to the roof, and these were useful for securing payloads during transit. The vehicles sat on 13in pressed steel rims with chrome hub caps and 155 x 13 radial tyres, however the 7cwt rims were perforated.

A number of features from the Minor commercial range were carried over to the Marina, and these included the front suspension that deployed lever arm shock absorbers and torsion bars, albeit with 'beefed' up trunnions. At the rear, leaf springs were fitted beneath the rear axle connected by telescopic shock absorbers to the body, and rubber pads were fitted between the axle and springs in an effort to reduce road noise. Rack and pinion steering was mounted, just like Minor, on the bulkhead above the starter-motor. However,

the steering column differed as it was connected via a flexible joint.

Opening the bonnet revealed the vast and spacious engine bay. All serviceable items were within easy reach and very accessible, and sales brochures at the time were quick to point this out.

A 1500cc diesel engined version was available, developed from the B-Series. This was offered as an option and was taken up in a couple of European countries where the preference was for diesels or where there were tax incentives. The downside was that



A late pick-up with black bumpers and plastic hub and stud covers. This is a staged BL publicity sales shot. Note the wood capping on the pick-up sides. Courtesy Chris Weedon.



the power produced was sluggish, and at best was a mere 40bhp! That said, nearly 4000 diesel Marina commercials were produced.

### Renamed Morris 440 & 575

When launched, the Marina commercials replaced ageing Morris & Austin vehicles, and cleverly this commercial range were badged as 'Austin-Morris'. It was during 1978 that the Marina commercial range was re-launched, and marketed and advertised as a Morris 440 (formerly 7cwt) and a Morris 575 (formerly 10cwt) - it had become British Leyland's policy for commercials to be named and badged as Morris. These new models were restyled and revised, and the most obviously external change was the matt black wrap-around bumpers that encased the indicator unit, rather than the chrome version fitted to the early vehicles with the sidelight & indicator unit sitting beneath. The new model also had a black grille and door handles, rather than the body colour grille carried on the pre-facelift vehicles, and chrome handles.

Inside they carried a redesigned dashboard, and the basic spec had improved by now with servo brakes and even a cigar lighter on the 'L' versions of trim, together with door arm rests. Black mirrors were standard, and the chrome hubcaps also disappeared, making way for a smaller black plastic trim covering the central hub and wheel nuts. The sales brochure for these later Marinas boasted the fact that Morris had a dealer network of 1600 or 2000 outlets to service your steed - it depends which brochure you read!

Worthy of note is that Marina commercials were marketed in New Zealand as 400 & 500, these numbers denoting the capacity weights of 400kg and 500kg respectively, but the facelift version was only available as the 575 option.

Keeping with their previous alliance, both the Royal Mail & Post Office were fleet users of Marina vans, and these would have been assembled to their own specifications.

During 1980 the revised and strengthened 1275cc A+ engine appeared and was installed - the A+ engine block casting had crankcase strengthening ribs said to reduce noise at source. The Marina remained in this guise until 1982 when production came to an end. It was of course superseded by its very close cousin, the Ital, which we will look at in part two.

I am extremely grateful to fellow Cardiffian Mike Street, for his help with information and period photos, and Chris Weedon of the 'Morris Marina Owners Club and Morris Ital Register' for his assistance - visit [www.morrismarina.org.uk](http://www.morrismarina.org.uk) for more details. ♦

► A rather unusual conversion - a Marina ice cream van. This one has been out of service for some time, but is being restored by its current owner.



Mail vans at rest. Morris Marina 440 50cu ft, registered as OCU 199X and OCU 200X, photographed whilst in service in 1987. Both vehicles are fitted with mud flaps - these would have been Royal Mail spec. The wheels are the perforated type. Photo Mike Street.



Morris Marina 440 1.3 50cu ft mail van, OAX 648X, seen in Pontypool in 1987. This was the last Marina purchased by the Post Office! Photo Mike Street.







## Ribblesdale Auto Electrics Units Ltd

Established in 1969, we have many years experience in reconditioning and repairing all types of motors and generators for the automotive industry.



• Commercial • Plant • Marine • Tractor  
• Car • Motorcycle



• Starters • Alternators • Dynamos  
• Magnetos • Parts



For competitive prices and further information  
call 01772 796 047 Fax 01772 693535  
**www.ribblesdale.co.uk**

Ribblesdale Auto Electrics Units Ltd, Deepdale Mill Street,  
PRESTON. PR1 5BY



## Past Parts Ltd



**We can restore your old brake and clutch cylinder by sleeving them with stainless steel.**

This process is suitable for all hydraulic Brake and Clutch Cylinders  
Please visit our website [www.pastparts.co.uk](http://www.pastparts.co.uk)

Component parts for all types of older and Classic Car, Trucks, Buses,  
Industrial, Plant and Agricultural vehicles.  
Units are finished to as near original finish as possible we offer a Gold and Silver Zinc Plating or  
Black Powder Coating.

### Our product range covers:

Brake Master Cylinders,  
Wheel Cylinders,  
Brake Servos Remote and  
Direct Acting,  
Seal Kits and Spares,  
Brake and Clutch Hoses,  
Brake Pads & Shoes,  
Brake Discs & Drums,  
3 in 1 Clutch Kits,  
Clutch Covers,  
Clutch Plates and Bearings,  
Steering & Suspension,  
Water Pumps,

10% DISCOUNT  
OFF  
EVERYTHING  
(Use Code H00017)  
Expires 30/06/17

For further information please contact us at.

**Past Parts**  
Unit 4 Chase Road  
Northern Way Ind Est  
Bury St Edmunds  
Suffolk IP32 6NT  
(T) 01284 750729  
(F) 01284 756240  
(E) [restore@pastparts.co.uk](mailto:restore@pastparts.co.uk)  
(W) [www.pastparts.co.uk](http://www.pastparts.co.uk)

Scan this barcode to be  
taken straight to our  
website.



## 40th ENFIELD Pageant of Motoring and Collectors Bazaar



**Sat 27/Sun 28/Mon 29 May**  
**Bank Holiday Weekend 9am-5pm**

The Playing Fields, Great Cambridge Rd (A10), Enfield,  
Middlesex EN1 3PL (Junc 25 on M25)

**HUGE CLASSIC VEHICLE SHOW & AUTOJUMBLE**  
**CLASSIC AND VINTAGE COMMERCIALS**

Adults £10, Accompanied Children under 15 free, Free Car Park

Details: EDVVT, Whitewebbs Museum, Whitewebbs Rd, Enfield, Middx EN2 9HW

Tel: 020 8367 1898 Email: [whitewebbsmuseum@aol.com](mailto:whitewebbsmuseum@aol.com)

[www.whitewebbsmuseum.co.uk](http://www.whitewebbsmuseum.co.uk)

## Problem with your diesel fuel injection system?

**WHY NOT GIVE US A CALL!**

**S. J. & C. W. WILKINSON**  
**FUEL INJECTION SPECIALISTS**

Covering all new, classic and vintage vehicles.

Any system, including Bosch, CAV, Nippon Denso, Diesel Kiki, Simms,  
Cummins, Stanadene, supplied, repaired or reconditioned.

Complete units or parts supplied.

Very competitive prices • 25 years' experience

BLUNDELL BROOK FARM, WHITTINGHAM, NR PRESTON,  
LANCASHIRE PR3 2JB

**Tel: 01772 784330 Fax: 01772 785970**

**Mobile: 07831 513432 or 07711 869691**

**www.sjwilkinson.co.uk**



## KETTERING VINTAGE RALLY & STEAM FAYRE \*2017\*



CRAFORD Nr. KETTERING,  
NORTHANTS NN14 4AW  
Off A14 J11 & A510 AA signposted

**SEPTEMBER**  
**23rd & 24th**

Plus Dave's 'Steam Up' Real Ale Festival (20+ beers)

Kettering Bucculough Academy Steel Band

**A GREAT WEEKEND OF FAMILY ENTERTAINMENT!**

**OVER 900 VINTAGE & CLASSIC VEHICLES EXPECTED,**

including 150 commercials, 400 vintage & classic cars, 100+ motorcycles, 100  
tractors, & 45 military vehicles, with awning displays, fairground amusements,  
vintage caravans & campers, stationary engines, arena events, trade & auto jumble  
stalls, craft & model tent, refreshments available, Owls to Behold & Parrots.

Live evening entertainment (Friday & Saturday evening)

Admission prices on the day:

Adults: £9 - Senior Citizens: £6 - Children (6-16): £6

- Family (2 Adults + 2 or 3 Children): £20 - Under 5's go free

Pre paid public camping available. Camping site Open Thurs. pm to Mon. pm

All inclusive price: £50 per pitch. All enquiries please call or email

**01536 500164 or 07840 065335 (6 to 9 pm)**

**Email: [cranfordrally@ntlworld.com](mailto:cranfordrally@ntlworld.com)**

**[www.ketteringvintageally.co.uk](http://www.ketteringvintageally.co.uk)**



# NORTH PACIFIC



Seen with a 54RB on its back in 1965, the Pacific was originally supposed to run as an artic as that's what the licence covered. Approval had to be given to run as a tractor.

**If you thought all the ex military M26 Pacifics which were operated on the '60s UK heavy haulage scene were painted red and came from South Wales, then you'd better think again. Elliott's of York were renowned for doing heavy haulage in their own inimitable way and in 1965, they put into service a highly modified 6x6 'Dragon Wagon' which did all sorts of work for them. Peter Elliott, Roy Atkinson and Peter Clemmet talk to Bob Tuck about a motor they will never forget.**

**I**t would never happen now. There'd have to be meetings; there'd be e-mails; there'd be more meetings and there'd have to be reports. There'd be risk-assessments and even more meetings – and yes even more e-mails – and lots more reports before anyone might think of perhaps making a decision. So if you get the call asking: "Can you do it now," the answer of course would be: "No Way."

But back in 1972, Roy Atkinson recalls the first he heard about it was being told to just: "Go. Take the Pacific up to Hartlepool and get on with it." I feel sure there was more to it than that but of course all the management team of the time at Elliott (Hauliers) Ltd have long since passed away. When the company moved what would be their heaviest loads ever (133 and 270 tons respectively) there were only one or two pictures taken as it was

simply a site move.

But what is not forgotten is the steed used for this phenomenal job. Yes, BVY 109C had more than a wart or two in its specification and of course it did break down a time or three. And perhaps, some even might say it never really lived up to its 'Pride of York' name. But looking back, I'm sure the whole of Yorkshire – never mind just the city of York - would push their chests out with pride on the exploits of this highly converted slice of American / World War II / Elliott history. You betcha.

## **BISHOP AUCKLAND ROOTS**

You could fill a book or two on the exploits of the Elliott family and it's a record that should really be made. The family can trace their roots back to Bishop Auckland in County Durham where they were first involved in the pipe



Peter Elliott (right) and Roy Atkinson.

laying business. It's perhaps no surprise that when Edwin decided to break away from his father William – and elder brother Joe – to head south to York and set up on his own, he'd eventually get into all manner of plant; tippers; crane hire and haulage. In the late 1940s, the creation of British Road Services through nationalisation was sucking up all the independent long distance hauliers but Edwin was to expand his growing operation through buying some low loader vehicles (and licences) of the Grainger concern at Pocklington.

HQ for the Elliott (Hauliers) Ltd business was to be at 67, Wetherby Road, York although in the mid 1960s, they were to make the move (just up the road) to Bradley Lane on the disused airfield at Rufforth: "My dad Edwin (senior) sold the garage at Wetherby Road to Texaco," recalls Peter Elliott who in '65 was





The vehicle as it arrived from Willment Construction. The only mod it looks to have had is to have glass in the windscreens.



The Pacific being collected after having a 330bhp Cummins NHR engine fitted.

just 13-years old. Peter had obviously been involved in affairs since he was an infant although just joining the company at that time was Roy Atkinson.

At 18 years old, Roy had trained as a mechanic with the local Ford main dealer of Unwin but when that job suddenly disappeared, he was approached by Eric Winn, the garage foreman at Elliott's to see if he fancied a job there: "At the time, Elliott's were running about a dozen Ford Thames Trader tippers under the name of W Elliott & Sons (York) Ltd," says Roy, "So I was more than comfortable about working on these – it was just some of the other things they had which threw me a bit."

Roy can recall the mid '60s line-up also including three big Foden 6x4 tractor units, three or four Scammells and an assortment of mobile cranes & plant. But the strange visions were ex military surplus motors like the Diamond T 'Egg' where – much to Roy's amazement – even the driver got out of the wrong side of the cab.

As Edwin Elliott had gone up the heavy haulage ladder, he'd put his faith in buying 6x4 Fodens and we covered the in-depth exploits of XVY 102 in Heritage Commercials August '14 issue when we featured the restoration of Tony Hawkridge's stunning replica of the motor he used to mate when working for the York concern. These Fodens were good, but for heavier weights the ex military Diamond T 980, EGG 999, had become the fleet flagship – until the Pacific came along.

## ARMOUR PLATED

During the 1950s, Edwin had been well aware of what Wynns were doing with their highly modified M26 Pacifics. Obviously, from 1960 Scammell were then offering the state-of-the-art Scammell Super Constructor as their latest fantastic heavy hauler. But Edwin also knew that Wynns had shown heavy work could still be done – at a fraction of the cost – by the ex military M26.

The 'Dragon Wagon' as they were called had been built from 1943 by the Seattle based Pacific Car & Foundry Company as part of the World War II effort. Something like 1,400 of



Peter Clemmet with the wagon after its engine conversion.



Peter Clemmet went to Crane's factory at Dereham in Norfolk where they bought this big girder trailer. Sadly this trailer did little work as they couldn't get a licence for it.



This shot was taken by 13-year-old Peter Elliott in January 1965 when the wagon was brand new, somewhere up in Cumbria we think. The Pacific only had single tyres / wheels on the rear bogie.



The Pacific pushing a 19ft 4in high excavator which weighed 100 tons. The trailer is a highly versatile one known as the Alton trailer.

these M26 6x6s were made although once coupled to the dedicated M15 Fruehauf made tank transporting semi-trailer, the outfit was then called an M25. Powered as standard by the Hall-Scott 240bhp petrol engine, the M26 was originally built with an armoured cab although, subsequently, they also came in a soft skin version. This cab was huge as the outfit had been designed to operate with a crew of seven.

As part of the wartime Lend-Lease agreement, vehicles (like the M26) which were shipped across to the UK / Europe would not be taken back to the USA after the conflict ended. Wynns had thus been spoilt for choice when they decided to invest in some M26s at the start of the '50s which were then being sold off as surplus but 10 years later, most of these had simply been cut up for scrap as the civilian use of these awesome motors was rather limited. But as luck would have it, Edwin managed to buy

one from Willment Construction that was still in its original armoured-plate guise.

Peter recalls at one time, the Elliott workshop employed something like 20 staff. While all of these would end up working on the M26 at some time or another, at the outset – shorn of its original steel cab – the Pacific was sent to Northamptonshire to have a 330bhp Cummins NHR diesel-engine fitted in place of the Hall-Scott petrol one. The original gearbox (four-speed plus a three-speed auxiliary) was removed so that an RV30 Self-Changing-Gears 'box could go in its place: "It was an odd arrangement," recalls Roy, "because it also had a clutch pedal which was used to start off and again when you stopped. But to change gear, you just pulled or pushed on the stubby little gear lever and it changed gear itself."

Peter recalls the physical lay-out of the modified transmission was also strange:

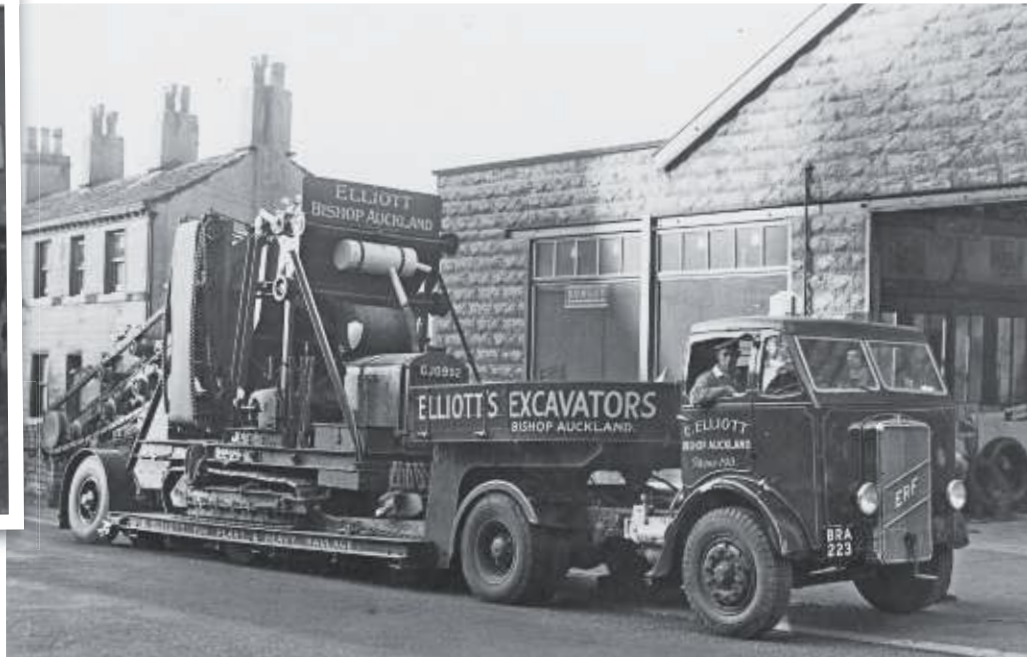
"From the engine and clutch mechanism there was a prop-shaft to the gearbox. There was then another prop-shaft to the transfer box." And of course there were then other prop-shafts to the driven front axle and the single diff which drove the four rear wheels by a system of chains. If you think this sounds complicated spare a thought to the Elliott team of mechanics (and drivers and mates) who had to work on this massive slice of American muscle every time it needed attention.

With a new engine fitted, the M26 was to be given a brand new, purpose-built cab that was built by Bonallack at their Wakefield factory. No one seems to know who designed this timber frame / aluminium cladding construction but as Roy recalls it was still a tight fit to get into the left-hand-drive, driving seat although he reckons there was enough space in the back of the cab for a farm yard.





Ken Pitts was driving the Pacific when it had an accident with a fuel oil tanker. Mate Pete Brigham badly gashed his head on the cab roof, while the other mate John Sellers was just badly shaken.



▲ Edwin Elliott when he was still working at Bishop Auckland alongside his father William and elder brother Joe. This ERF dates from 1936.

◀ In 1961 Elliotts were given an award by the City of York Savings Committee. Edwin is the second on left, and third left is Jackie Ulliott, the office manager then at Elliotts.

## ON THE ROAD AGAIN

Taking to the road in January 1965, one of the first big jobs for the Pacific was moving a transformer across the Pennines. Not knowing how it would go, the Diamond T 980 6x4 tractor 107 VY ran behind: "It wasn't attached," says Peter, who as a 13-year-old had accompanied his father into Cumbria to see how things were going.

Freshly painted, the Pacific M26 must have looked absolutely stunning. The finishing touch was its 'Pride of York' name emblazoned across the front: "I made that sign myself and a cousin of mine painted it," recalls Peter Clemmet who drove the Pacific for its first three years.

Peter had been involved with the Pacific from the first time it was delivered to the Elliott yard. It's believed that Walter Brigham and his Scammell low loader DKY 462 brought the vehicle north from Willment who were based near the Heathrow / Slough area of

London. Peter actually recalls driving the M26 to the Elliott sand pit at Askham Bryan and back (on trade plates) while still having the armoured cab and the petrol engine: "I know it was a guy called Peter England who fitted the Cummins engine and the RV30 gearbox at Blackwood Hodge down Northampton way. He made a great job of it."

Peter did all sorts with the Pacific but remembers an early failure of the transfer box when he was heading over the Pennines at Lepton near Huddersfield: "We were empty at the time," he says, "and I can remember picking up all the bits of the broken 'box and putting them in a bucket. The Pacific was taken back to York on a low loader and I know they fitted a transfer box from a Diamond T and that was still in when we sold it. They made a good job of that."

Peter confirms its Cummins engine was a heck of a puller but the worst thing about it

was the drumming of the aluminium cab: "It was an awful noise. I looked at some of the Wynns M26 cabs and they'd put insulation around the cabs they had made - but ours didn't have any."

It was critical to ensure the chains for the rear wheels were kept lubricated: "You put 90 gear oil into some little pots and you adjusted a small tap so that it would drip feed onto the chains." Shedding a chain could always happen and Peter recalls losing one going up a hill out of Chesterfield: "We got to the top and stopped then went back to pick the chain up. We carried a new chain link so we had the chain back on within about three hours." No problem that day but another time in London, when a chain fell off, it was picked up by the trailer and ended up puncturing five different tyres.

The big problem with having so much oil around the diff / chain area was it got through to the brake shoes. "It had full air brakes but





This shot was taken in York and shows 'DKY', a Scammell which gave long term service to Elliotts. This was the lorry which transported the Pacific north when first bought from Willment. The distinctive figure is Roy Gibson, the long-serving Elliott transport manager.



Seen in wartime guise, this 1938 ERF was named 'Two-Ton Tessie' after the music hall singer Tessie O'Shea. It proved a versatile load carrier for Elliotts and was converted into an eight-wheeler to carry long steel.



Another oddball from the Elliott collection! This excavator – on the back of a White chassis – started life with a crawler base but was taken off and put on the back of the truck to make it more versatile.

they were useless," says Roy. "It was perhaps OK if you had a trailer on because the footbrake would work on the trailer wheels but when you were running solo, you had to toggle down the gearbox quickly to use that to slow down."

In the mid '60s, every vehicle had a specific carrier's licence and Peter Clemmet recalls having to go to the Traffic Court at Leeds to get permission to run it as a ballast tractor: "I can't remember the full details but I'm sure it was only allowed to run as an artic and Edwin asked me to go to court to tell them about when I got stuck in South Wales as I couldn't round a corner because of the way the artic semi-trailer cut in. We won the case but I can also remember we had to run it with single tyres on the back axles – rather than twins. There was a problem over the width but I know it was a lot better wagon with twin wheels on the back."

## FINEST HOUR

You certainly had an eventful life if you worked the Pacific and when Peter Clemmet left Elliott's to work for Sunter's of Northallerton, Ken Pitts was to be the M26's regular driver. Ken was to also drive other vehicles because the M26 wasn't out every day: "It was on a seven day licence," explains Peter Elliott. "Back then you could tax heavy haulers like this one for just seven days. This meant that you only needed to tax it when there was a job for it to do. And if you needed to drive it on the road when it wasn't taxed – for a short distance say – we'd just put trade plates on."

Peter Elliott recalls that for spares, a second Pacific was acquired from the Jack Hardwick dealership at Ewell in Surrey although the talents of Harry Sharpe in the Elliott garage were well utilised: "He was a clever man with a lathe," says Roy, "and I know he made some smaller gear wheel sprockets so it could be geared down."

According to the Pacific vehicle handbook, the M26 would do 28mph although Roy can't recall it ever having a speedometer. The vehicle never went very fast and it wasn't to blame the night a fuel oil tanker of Hipwood & Grundy smashed into it. No one was badly hurt but with the Pacific being off the road, Edwin (senior) had to act quickly to find a replacement tractor unit. In the late '60s the UK Army were selling off some of their older Thornycrofts so Ken Pitts next wagon was to be the freshly painted Antar VDN 150H.

The M26 was sent back to Bonallack for repairs and when it came back, it did the rounds amongst a few drivers. It was perhaps just good luck that Roy Atkinson was around when the call came to go to Graythorpe near Hartlepool as this outing would prove to be the finest hour for 'The Pride of York'.

1972 was the dawning of North Sea Oil exploration and people like Laing Pipelines were busy building yards where the huge oil rig





Elliott's ran an assortment of mobile cranes. The vessel just lifted into the river at York is the 'Ashanti Gold'. The crane being used is an American-made Browning. The vehicle had a Dart chassis; a Gardner 6LW engine, plus a 4D Ford engine to power crane.



For enjoyment Edwin (senior) was something of a 'petrol head' and loved to partake in different car rallies. He did the RAC and Monte Carlo, and is seen here on the Tulip Rally in Holland. The car is a Ford Zodiac, UUP 900. Edwin is the figure in the co-driver's seat and his crew man is



Although this picture was actually taken of a visitor's smart MG sports car, the backdrop shows the Elliott yard in colour.

fabrications would be assembled prior to them being towed out to serve BP's Forties Field. To lift the heaviest weights involved, Laings were to assemble two specially constructed 800-ton capacity revolver cranes. These were taken in parts to Graythorpe by sea-going barge and Elliott's of York were contracted to move the heaviest lumps around the site. Neither Peter Elliott or Roy can recall how Elliott's got the job but of course at this time, Edwin (senior) would never refuse such big-paying work like this.

To support the weight, all the firm's heaviest trailers / bogies were brought to the yard. The moves would only cover something like a mile and a half around the site but for the widest 40ft diameter sections a second trailer was positioned under one side in case balance was lost on the move. Roy recalls that it looked like the two tractors – side by side – were involved but the Pacific was to take all the weight and the 6x4 Foden alongside was

just pulling that second trailer.

45 years after doing the job, Roy makes light of it and when Peter Elliott asks him if he had the Pacific in six wheel drive, he said he didn't bother: "It scratched around a bit to start," says Roy about the Pacific initially having some wheel spin, "but it managed fine. It was a heck of a machine."

### NOTHING LASTS FOREVER

The last big modification to the M26 was the replacement of its rear end with that from a Thornycroft Antar: "We just cut it in half," says Roy succinctly who worked on that conversion job himself – in the Elliott garage – and recalls they had a few tries before it got finished. "I think the first go was with a Mk II Antar rear bogie but we couldn't get the third diff sorted. So in the end we used the back axles from a Mk I."

Back into service, the crew didn't then have to bother about oiling the old chains on the back but the alignment of the newer – shorter – prop-

shaft was always a concern. The M26 found itself working as a pusher (to the new Antar) for heavier jobs and Peter Elliott recalls driving it in that guise. We ask whether an intercom system was in use when such a pull-push low loader was working. Such a question brings big smiles from both Peter and Roy: "All you did was watch for the brake lights on the trailer you were pushing," says Roy, "and that was a sign we were slowing down."

Nothing lasts forever but the end of Elliott (Hauliers) Ltd was a sudden, untimely one. In April 1975, Edwin Elliott was accompanying a load on the A1 which was coming back from Kielder. He suffered a stroke which he never recovered from and he died aged 62. Financial complications at the time meant the business was to close and the assets disposed of. The M26 Pacific was bought by Charlie Leonard who had a large vehicle breaking business near Guisborough on Teesside and it was driven out of the yard in '75 to be used on recovery work.



Something like 10-15 years later, for some reason, yours truly, happened to be in Leonard's yard. I'm not sure what I was looking for but a bright yellow piece of aluminium caught my eye and I could clearly read the Elliott's of York sign writing. I surmised then that the M26 had obviously just been cut up and this was confirmed many years later by Tony Hawkridge who used to be a driver's mate on this 6x6 tractor: "I was at Duncombe Park steam rally a good few years back now - maybe 10/12 years. Shirley and I were there selling my models and of course there were a few Elliott's on display. This chap came up and told me that his dad had bought Elliott's Pacific, so I said: 'You must be Charlie Leonard's son.' I asked him what happened to it and he told me Charlie had cut it up saying it was the worst thing he had ever done."

Tony still has mixed thoughts about that conversation: "There were plenty of times whilst the Pacific was working (and breaking down) that the guys with it would have paid good money for somebody to put the gas axe through it," he says, "but don't tell Peter Clemmet or Ken Pitts as they would not agree."

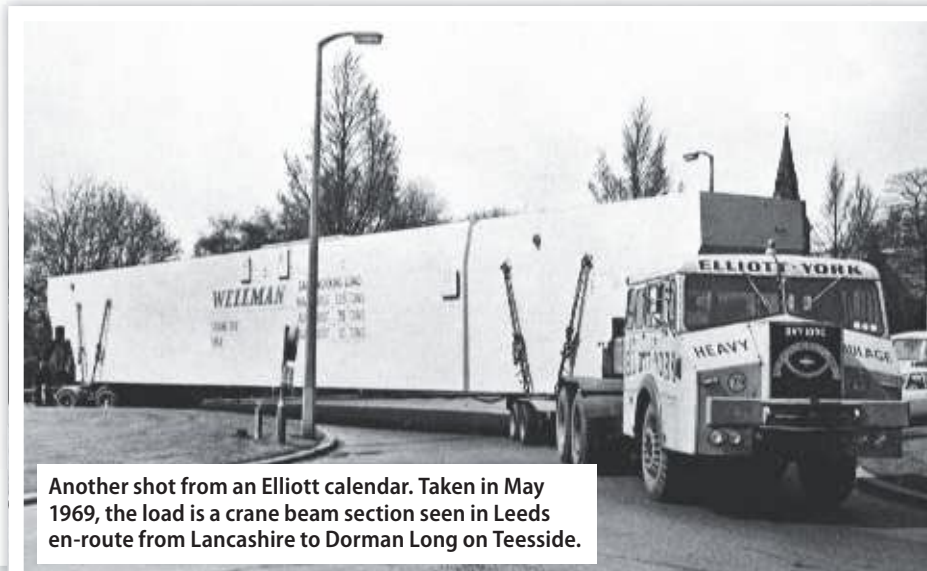
Yes even now, people like Peter Elliott and Roy Atkinson are still very protective about the lasting reputation of the M26 that gave so much to their firm: "Just say it had reliability problems," says Peter. It did have that but as an observer it's plain to see that the Pacific gave much more than it took.

I think the last word should go to the folk who built this tractor – and all the other M26 6x6s – at the Pacific Car & Foundry Company on the west coast of the USA. I feel sure that without contradiction if they heard what this vehicle of theirs had achieved then instead of naming it 'The Pride of York' they would ask for it to be renamed 'The Pride of Seattle.'

Simply put, it would make them proud to be linked to such a phenomenal work horse – warts and all. ♦



Photo from an Elliott calendar showing one of the loads moved at Graythorpe. This 40ft diameter piece was one of the lighter ones weighing only 133 tons.



Another shot from an Elliott calendar. Taken in May 1969, the load is a crane beam section seen in Leeds en-route from Lancashire to Dorman Long on Teesside.

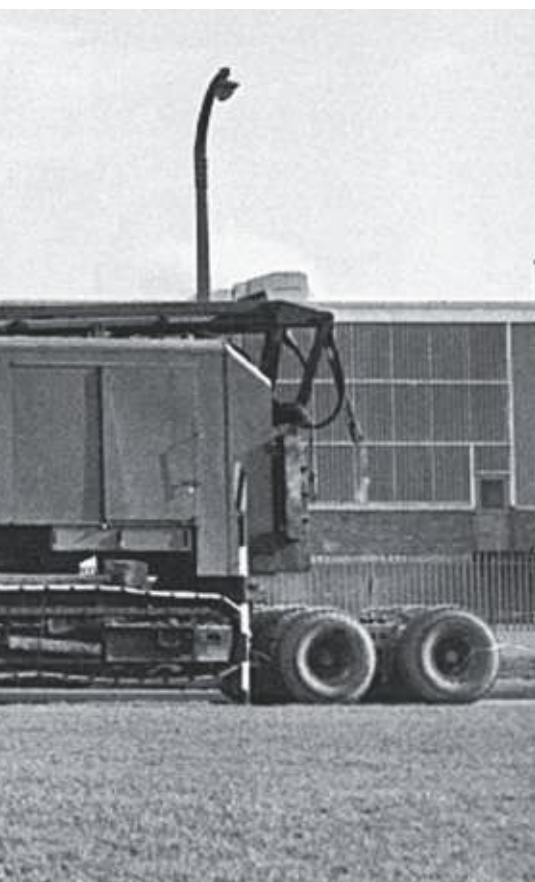
▼ The Pacific in ballast tractor form and fitted with twin wheels on the rear.







▲ The 'Pride of York' did all kinds of work over the years. Unfortunately it didn't survive into preservation. ▼





# THE PRIDE OF BON

**S**ituated almost mid-way between Jedburgh and Hawick, the Scottish Borders settlement of Bonchester Bridge has been the base of the PA Laing haulage operation since the early 1950s.

Starting out as an agricultural contractor with an Austin spreading lime, Pat Laing was joined by his son Hugh in 1979. Although articulation was then to become the mainstay of the fleet, the company always found a strong niche for a drawbar outfit. In 1983, they bought a second-hand Ford Transcontinental for this role, and just over five years later it was replaced by A444 PFC.

Built in 1983, and first registered a year later, the model HH4428 was amongst the last of these iconic Transcontinentals to be built. It was new to the Pig Improvement Company of Abingdon near Oxford, and when bought by Laings, it had already covered about 50,000kms transporting pigs to Spain and Italy.

Laing's continued to work the vehicle hard, and when pictured in 1994 it had already sailed passed the 1million kilometre mark.

Although originally built with a design rating of 44 tonnes, Laing's operated this vehicle at 32.52 tonnes train weight. Used a lot for bulky loads like hay & straw haulage, it returned about 7mpg.

With a Cummins 14-litre engine and nine-speed Fuller gearbox, the six-wheeler proved very reliable, and in five years the vehicle had only broken down three times on the road. The failures were when a stub axle sheared; a bearing on the prop-shaft failed, and the water pump packed up. The company always said that the excellent service it gave was down to the considerate way in which regular driver Jock Foster, looked after it.

The Transcontinental stayed in service with Laing's until Jock Foster retired. It was then sold to Alan Pow in Bideford in Devon for preservation.



**Heritage**  
**COMMERCIALS**  
A WORLD OF CLASSIC LORRIES, TRUCKS AND VANS

Words & photo: Bob Tuck



# ***CHESTER BRIDGE***







David's Scammell is parked up for a family album shoot on the cobblestones of the period High Street in the Beamish Museum in 2015. Picture David Warren.

# Mechanical Horse

Part  
3

Mike & Julie Blenkinsop conclude their look into the history of the ubiquitous 'Mechanical Horse'.

**R**eaders of a certain age will remember that the Scammell-coupling equipped trailers were also drawn along by the little British Railways Karrier Bantam tractor, which became the replacement for the three-wheel Scarab in the market areas of main cities. They also had the benefit of being able to couple automatically to the Scammell fittings used by the Scarab.

Our contact, retired BR driver Peter Reay, remembers driving the Bantam occasionally and comments on their poor road-traction as the engine, being mounted inside the cab, made the vehicle very front-end heavy, unlike the Scarab whose engine being placed behind the cab did add traction to the rear wheels. One of his deliveries was in the west end of Newcastle where cobble-stone streets were common and a light Bantam had a tendency to slip and slide on the wet surface more than a Scarab would.

As we researched the little Scarab three-wheelers, we recalled 'Modern Transport' magazine announcing that the Dartford Tunnel management had bought a Scarab in

1963, when the tunnel first opened, to be used as a fast recovery vehicle.

It was fitted-up with a Harvey-Frost breakdown crane on its tractor chassis, giving it the ability to turn within the confines

of the 21-foot tunnel turning circle. There were actually two built, 506 and 507 YKR. Incredibly, both have been saved; one in Kent and the other in East Sussex. The latter is owned by a Mechanical Horse Club member.



David's Scarab showing off its tight turning circle in Bents Park, South Shields.





Lovely piece of detailing on the Scarab dashboard.

They weighed-in at a hefty 4-tons, including the recovery gear, a front-mounted towing-ambulance, three winches and dual-rear 7.00 x 20 tyres. Their turning circle inside the tunnel was invaluable. The Dartford Tunnel fleet was known for its unusual vehicles as it also had the first and, we believe, the only innovative Euclid S8 scraper power-unit — the front half being 509 YKR — coupled to a purpose-built trailer with a breakdown crane mounted amidships for recovery of the heavier end of the market.

The basic Scarab cab was a slightly-modified Bedford steel unit used on their 'O' Series, but with longer side doors. It wasn't tremendously spacious or comfortable, but did have some nice interior design features, in that the control panel under the windscreen was emblazoned with both Scammell and Scarab chromed logos.

## MUNICIPAL USE

The municipal councils became a major buyer of both the Mechanical Horse and the Scarab as an articulated tractor for hauling trailers designed for gully-emptying, street-washing, refuse-collecting, vertical bin-collecting, road-sweeping, tippers or low-loading machinery. Many appeared to be under-powered for their respective jobs, as three-tonners were sometimes optimistically specified to haul a water-tanker of 1,200 gallons! The odd one appeared as a rigid three-wheeled dust cart, useful to a litter-clearing team in summer or a gritting-team in winter.



A Scarab owned by a Belgian Brewery Museum parades during La Loco en Fete in France.



David's Scarab chose to park up next to its big brother after the 2014 Tyne Tees run, and they don't come much bigger than Ward Brothers S26 6x4 tractor!

The other iconic use of the Scarab was in the brewery trade, where Scarabs were known for pulling barrel-shaped trailers for Watneys in the UK, known cleverly as a three "TUN-ner", although we encountered our example at the La Loco en Fête event in France, when a Scarab artic turned up in the livery of a Belgian brewing museum, complete with a barrel-shaped trailer, although, bizarrely, still registered with a British (Northamptonshire) registration plate, PRP 71.

As with most vintage vehicles these days, there is an active club - the Mechanical Horse Club. Geoff Arnold is the founder and currently, the archivist. The club was very busy at the British Motor Museum, having an interesting stand directly outside the museum entrance on the weekend of the Classic Historic Commercials event in June 2016. Examples of the early Mechanical Horses were on show, with two MH artics displayed, a

Southern Railway MH3 (fleet N° 3304 M/EXY 183) and an MH6, with drop-frame trailer (XSV 576) in the livery of the English Mustard Commercial Vehicle Repair Company, which had been transported by low-loader.

April was the month in 1974, which sounded the death-knell for the three-wheeler. The construction and use (C&U) regulations killed the three-wheeled Scarab off, as vehicles had to have sufficient braking on all four wheels. When the time came for their disposal, thousands were bought for 'pennies' and scrapped, while many of their trailers were converted for agricultural use.

However, the system that British Railways had adopted with the Scammell automatic coupling was still an innovative idea, in that reversing up to the trailer, the jockey wheels were pushed back, as a locking device consisting of two steel claws on the turntable's oscillating beam, secured the unit.





The English Mustard Company's MH6 Scammell. Note the single offset headlamp.

Continuing in reverse, raised the trailer and locked it into the coupler while engaging the trailer support wheels, also known as its landing legs, folding them neatly out of the way.

An electrical connector was located on the tractor which mated with contact points on the trailer to provide brake and night lights. The trailer brake was activated by means of a lever, while the hydraulic foot-pedal actuated a braking system by raising a plate on the fifth-wheel platform. While on the move, the system triggered the trailer brake, slightly ahead of the tractor, to avoid a heavily-loaded trailer overtaking the tractor's braking system due to kinetic energy and to prevent the load from shifting forward if the prime-mover had been stopped urgently. This whole procedure required some quite complex engineering solutions, but it appeared to work very well.

## INCREASED RANGE

The Scammell coupling became THE fitting to have, so many trailer manufacturers started to fit it as a standard option. 'The Commercial Motor' magazine of June 1954, announced that this coupling was now available on Austin and Morris-Commercial prime-movers, highlighting the 'new' Austin bonneted Loadstar 5-ton tractor and its forward-control counterpart, in the Morris range. By 1964 an advert proclaimed that the Scammell coupling had now been adapted, in a variety of guises, to fit ANY tractor and was described as being "very light, at only 3.25 cwt, including mounting brackets", all mounted on phosphor bronze bushes with grease nipples being grouped in an accessible location. The trailer range had been extended from a flat-bed to include box van, tipping and drop-side bodies, drop-frame and tanker trailers with either single or tandem axle bogies. These trailers were now totally interchangeable. In fact, one piece of literature suggests that there were over

narrow town streets. This system became very economical. As the three-wheelers took the load to the edge of town, the Bedfords picked up from there, to move it through the country and one assumes the reverse system worked at the other end. Some hauliers used a three or more trailer system, one at each end being loaded while the others were being transported en route.

In 1938, Bedford, at Luton, was the first manufacturer to offer an 'off-the-peg' solution and to list a complete articulated vehicle in the form of a standard bonneted Bedford OSS with Scammell coupling and a flat-bed trailer.

David Warren's Scarab trailer was one of a batch found on a County Durham farm, near Stanley. When the trailers, of which there were as many as 30,000, were auctioned off, many were purchased by farmers, along with their tractor unit, on the cheap. The front half of the unit was assigned to the scrap pile while the automatic coupling was mated to a suitable agricultural tractor pintle and the farmer ultimately had a perfect self-coupling trailer for his work.

There were, of course, some mechanical issues with the three-wheelers. The pressure on the front tapered-peg in the wheel structure of the Scarab was subject to some enormous stresses and was a servicing issue in that, prolific amounts of grease should be used to keep the bearing lubricated, but this was, of course, in the smaller fleets, often neglected, leading to failure of the whole structure.

Interestingly, the Scarab was one of the vehicles picked up by the Channel 4 programme 'Salvage Squad' in 2004 when a Scarab was subjected to one of its lightning-

500 trailer combinations offered. Of course, in this era, the 'assembly line' wasn't what it is today; bespoke variations could be built into virtually any product as each was built 'by hand' without regard to an unforgiving machine pushing the next trailer into position before the last one was finished.

The larger Bedford artics were used for the open-road portion of the journey, while the Mechanical Horse was used for the urban and metropolitan section, coping well with the



Another example of a preserved Scarab is part of the goods yard scene at the Gloucestershire Warwickshire preserved railway site at Toddington. Picture courtesy Ian Crowder, Gloucestershire Warwickshire Steam Railway.





David shows the trailer bars embracing the Scarab's coupling hooks.

fast restorations. Claire Barratt, the intrepid presenter and lady-restorer and engineer John Downes, took us through a comprehensive rebuilding of a 1955 rust-bucket Scarab, owned by Chris Waye, who had rescued it from a twenty-year sojourn in a hedge. Eventually they re-created the iconic British Railways articulated unit, despite the fact that this particular Scarab had actually spent all its life at Cadburys at Bournville, hauling slabs of chocolate around. Co-presenter 'Suggs' from the group 'Madness' interviewed John Delaney, who the programme researchers had discovered had driven the Scarab, VOX 91, around the chocolate factory until 1970. Whilst there he had acquired the nickname of 'Bootsy' as he wore particularly thick-soled boots after his original footwear wore out very quickly due to the difficult driving pedal layout of the Scarab.

A battle between Claire and 'Suggs' to keep the Scarab original ensued, but a repaint in Cadburys colours was lost, to the fact that Chris Waye's father used to drive Scarabs for British Railways at the Bishopsgate depot in London. Consequently it ended up as BR N° HL 8351 E and to be fair, BR had used over 7,500 of them. The programme culminated with tears of joy all round when the restored Scarab was unveiled at Ingrow Station on the North York Moors Railway system.

## MILITARY USE

The RAF, Royal Navy and Army also used the original mechanical horse - particularly the RAF and Royal Navy which progressed onto the Scarab. For the numerical enthusiasts, the Army examples of the MH units were usually registered in 73/74/75 YY xx, 08 RD xx, 44 RB xx and 09 RH xx, while the RAF Scarabs took 18/19 and 20 AN xx plates. The Royal Navy had some on 41 RN xx plates too.

It is noted that some of these MH3/6 mechanical horses were being sold at Ruddington MoS auctions in February 1968 for £15! One at least, 44 RB 75, part of a contract of 49 MH3s registered 44 RB 50-98, survived into the Museum of Army Transport collection in Beverley, Yorkshire until its closure in 2005; we assume it is being cared-for in a military establishment somewhere.

Other notable purchases from the manufacturer were; twelve Scammell Mechanical Horses purchased by GPO telephones in 1942 which were mated to a large caravan trailer (one example is GLP 764,



One of the few survivors of the British Army's Mechanical Horse fleet, 44 RB 75, when it was an exhibit in the Museum of Army Transport (sadly, now closed) at Beverley in North Yorkshire.



Plan view of the Scammell 3-ton Mechanical Horse in Southern Railway livery clearly showing the metal guard protecting the front-wheel housing.





**The second version of the 1961 Matchbox Scarab Mechanical Horse.**

GPO numbers 8401/T7734).

The 'MH' concept crossed the Channel, as the French had basically the same town/traffic issues and FAR, a division of Chenard-Walcker, bought a licence to build their version of the three-wheeler at their Gennevilliers factory in Paris. Using the Citroën Traction Avant engine it took the name 'Pony Mécanique' and was manufactured there from 1937 to 1970.

We have to have a model section in here for those of us who thirst after the machine, but prefer to do it in miniature, usually due to the high cost of owning and storing a vehicle these days. Initially, we believed that models of the three-wheelers were very limited, only remembering Matchbox and Budgie modelling them along with some very ancient Dinky models of the original Karrier Cob, but we were very wrong.

Meccano, however, Dinky's parent company didn't follow-up with the Scarab, but Lesney's Matchbox company did and came up with a very decent Scarab model in 1955. The first, 10A (in their 1-75 range) was a very small example at only 56 mm long, a shade over two inches, plus a trailer, but then they realised it was too small and in 1958, brought out a revised larger scale model, the 10B, at 74mm. The Scarabs were good play-things as a t-piece shaft locked into the fifth-wheel to keep the trailer and tractor together while travelling in

a straight line. Both were very good models of the original, but were withdrawn in 1961.

The under-rated company Budgie, however, came to the rescue. We have to say that we liked the Budgie range, possibly not the best-built models, but very different in their day. There were issues with metal fatigue later, allegedly, but they chose interesting subjects to market and the Scammell Scarab with a railway-company branded, box-body trailer was one of them.

We can't comment on the quality of the originals, but we did own a pair of GWR/LMS models in a period when their moulds were re-kindled in the eighties and are highly collectable now.

We know that Budgie did use some 'poetic licence' as both pre-nationalised companies had become part of BR before the Scarab appeared. Crescent models also built a model of the Scarab, but we have never seen an example of one. Airfix offered a detailed kit using the Scarab as motive power for a three-barrel beer trailer at 1/76th scale. Corgi Classics then came out with a range of 1/43rd scale variations in their 'Brewery Collection' and a range of parcel vans in British Railways, Rail-freight and BRS parcel-green liveries.

Oxford, a relative newcomer to the model world, has examples in their 1/148th scale 'N gauge' range designed for model railway

layouts, but then Corgi re-invested, in 2006, in their Trackside range, giving a great choice of Scammell MH, Scarab and Townsman artics in various liveries, to provide model and railway enthusiasts with a new quality range in 1/76th scale.

Oxford Die-cast models have used the Beverley Army Museum Scammell MH3 example as that particular vehicle in their recently-announced 2016 release.

## **NATIONAL CARRIERS**

In 1968 the National Freight Corporation (NFC) was established and the railway parcels service became National Carriers and Rail Freight and the remaining Scarabs were slowly repainted along with the Karrier Bantam fleet into the new yellow fleet colours. A re-designed logo was supposed to show a fresh, professional speedy image, but sadly, it was very rare to see a clean vehicle in those days which tended to demean the idea of an efficient parcels organisation. The final successor to the 'horse' was a Ford D series tractor which continued into the 80s under the Rail Express Parcels banner.

The 'Horse' was a remarkable design idea; to replicate the turning circle of a horse and cart by using one wheel at the front which would turn through ninety degrees. In their day, the design completely revolutionised the transport industry and the way that it operated and it should be seen in transport history as an innovative and life-changing invention.

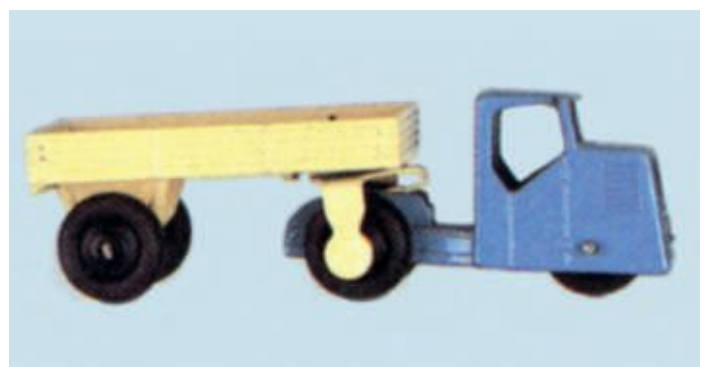
A company, 'Horsespares' of Horsham in Sussex, works to source originals and make new parts for the Mechanical Horse enthusiast.

We must thank David and Alison Warren firstly, for their time and patience, Scarab driver Peter Reay, who appeared in the right place at the right time, the Mechanical Horse Club which should be complimented on having a website that is kept up-to-date and its archivist, Geoff Arnold, the HCVS marshals for assisting at Bents Park, South Shields and for maintaining their good safety record and finally, Ian Crowder of the Gloucestershire Warwickshire Steam Railway for allowing use of their archive images.

This is a fascinating subject; look at the Mechanical Horse web site — [www.mechanical-horse-club.org.uk](http://www.mechanical-horse-club.org.uk) — and join the club and try to find and restore more of these three-wheeled gems. ♦



**Budgie second release of the Scarab in LMS Liverpool Road livery; whether this was absolutely faithful is debatable, despite the fact that by the time Scarabs were available, the railway companies had been merged into the 'Big Four'.**



**Dinky Toys' very old 1935 original Karrier Cob model was numbered 33, then renumbered 415 and does give a good indication how the Karrier's mechanism lifted the original carts for transportation.**



**SAVE  
60%**

**3 ISSUES  
FOR JUST £5\***

**1** ONLINE  
**shop.kelsey.co.uk/oql345**

Fill in the form and send to: FREEPOST RTKZ HYRL CCZX,  
Old Glory Subscriptions, Kelsey Publishing Ltd.,  
Cudham Tithe Barn, Berry's Hill, Cudham, Kent. TN16 3AG

**0333 043 9848** & quote offer code OGL345

**Hotline open: Mon - Fri 8am - 6pm.** Please note that calls are charged at your local rate, for further information please check with your service provider.

\*PLEASE NOTE: 3 issues for £5 offer is a Direct Debit, UK subscription offer only. You can cancel at any time in writing in the first three months and £5 will be your only commitment. If you do NOT cancel in that time, a regular payment will continue at £20.40 (still saving 20%), taken via direct debit from your bank every 6 months. \*\*60% discount calculated on your first 3 issues.

SUBSCRIPTION OFFER SUBSCRIPTION OFFER

# OLD GLORY

SUBSCRIPTION OFFER SUBSCRIPTION OFFER

Mrs/Ms/Miss/Mr ..... Forename .....

Surname .....

Address .....

.....

..... Postcode .....

Daytime phone ..... Mobile .....

Email .....

Mrs/Ms/Miss/Mr ..... Forename .....

Surname .....

Address .....

.....

..... Postcode .....

Daytime phone ..... Mobile .....

After 3 issues I understand that my subscription will continue at the low rate of just £20.40 every 6 months, saving \*20% on the shop price – unless I write to tell you otherwise.



Name of Bank .....  
Address .....

Postcode .....

Account name .....

Sort code                      Account number

[illegible]

Signature ..... Date .....

Originator's Id number 837383 Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

Offer/prices available until 31st december 2017. Kelsey Publishing Group Ltd. uses a Multi Layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details visit [www.kelsey.co.uk](http://www.kelsey.co.uk) or call 0333 043 9848. If you have any questions please ask as submitting your data indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email data.controller@kelsey.co.uk or 0333 043 9848.

OGL345



# Extra axle contender

**Mark Gredzinski looks at the working days of the Mercedes twin-steer SK.**



Barrick of Goxhill, Barrow-on Humber in North Lincolnshire, are long standing Mercedes users. They started in 1924 and used to use AEC lorries. Together with hauling raw materials like bricks and tiles, they do tanker work in both liquid and bulk form. Renaults and DAFs are mixed among Mercedes Actros units nowadays. This 1988 tanker was a 2028 model. It was photographed in February 1996 using a 28mm wide angle lens negotiating a Walsall roundabout.

**T**he Mercedes Benz SK has historically been the longest running series of heavy tractors in the Mercedes line up. The basic structure began with the 'New Generation' cab dating from 1974 over here, and its modern appearance and reliability soon endeared itself to operators. The 4x2 range was joined by a range of three-axle tractors including those of 6x4 configuration. For this feature, we're concentrating on working examples of the 6x2 twin-steer tractors that by 1983 were handling the needs of the new 38-tonne UK weight limits. Mercedes did not favour a lift axle arrangement at the factory, although subsequently mid-lift axles were available from 1993 and fitted over here to Mercedes specification.

To accommodate the increased limit, Mercedes replaced earlier twin-steer tractors like the V8 diesel 2026 and 2032. The last two numbers of the configuration indicated the approximate horsepower figure. Hence the 2026 made 265bhp and the 2032 320bhp.

The new 38-tonne model was the 2028, using a naturally aspirated 14.62-litre V8 of 276bhp. This was available in three cab sizes, from day to medium and large sleeper arrangements. The throaty V8 was a steady rather than a spectacular puller, though if that was thought too much of an extravagance, a more fleet-friendly 2025 OM422 engine came on stream with only 247bhp. This

dutifully earned the appellation of being 'gutless' by many of the nation's drivers, and had a six-speed splitter gearbox. To compensate, Mercedes threw the 2033 model into the ring with the OM422A engine and 328bhp on tap. Further increases came in 1985 with the 2035 with a 350bhp rating, which was more in keeping with the current horsepower trends.

In October 1986 three new engines came on board the SK range. These were dubbed 'Powerliners', which used a swish name to 'tart up' the old 38-tonner series, though to be fair there were several improvements made. These all featured the new EPS (electronic power shift) computer-aided ZF gearbox shifting, which was somewhat controversial. Many drivers and operators hated them, and since many of the early models broke down, some hauliers abandoned the Mercs and switched to other makes. Maybe a Fuller manual shift option may have held more sway for some customers. Ironically, after use over here, some were converted to left-hand-drive and shipped to Africa with Fuller 'boxes.

However, many drivers really got on with the EPS system and it became much more reliable when fitted to the later Mercedes gearboxes. The 2035S model as an example, sold for just under £45,000 retail and was about 80 kilograms lighter than the outgoing 2033.

In 1988, the SK range received new side windows and doors to clean up the lines of

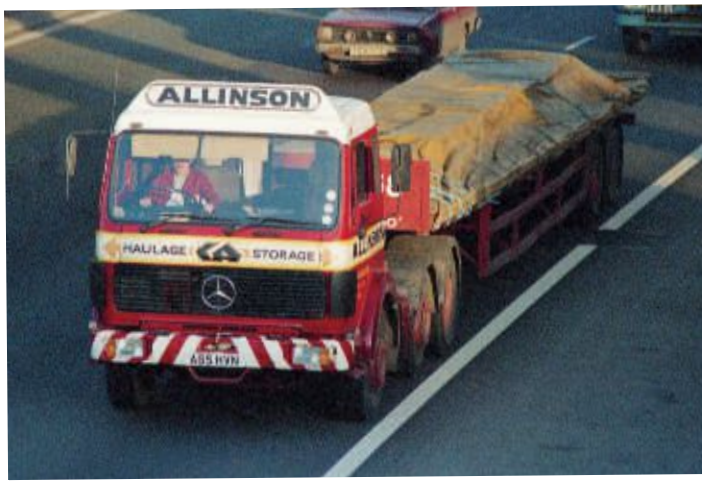
the cab. A full width grille was added and the bumper profiles changed, while new badges with a black background completed the cosmetics. Engine wise, the 2028 was replaced by the 2429 15-litre normally aspirated OM422 diesel with 290 horsepower. A new V6 10.96-litre OM441LA engine was incorporated into the SK portfolio with 330bhp in the 2433 model, while the 2448 had a turbo intercooled version of the V6 to produce a healthy 480bhp.

This is by no means an exhaustive list, as Merc engines went through further changes, and many new versions were introduced before the end of the SK model line. As the 1990s approached, Mercedes started to drop ZF transmissions to be replaced by their own lighter aluminium-cased 16-speed gearboxes.

Operators included A Wood & Son who had over twenty 2025 models, Ferrymasters had a few on shipping duties, and T Brady of Barrow in Furness was a user of both single and twin-steer tractors. HE Woodcock and Son, Joint Motorways and many others found favour with the robust Mercedes.

Plenty were sold for export with lots going to the Middle East, which is why they seemed to disappear quickly when the replacement Actros came on the scene in 1996. With its strong cab, good driving environment and solid mechanicals, the Mercedes SK twin-steer range deserved its good reputation among its peers. ❖





Allinson Transport has always had a very agreeable livery which works well on any vehicle. Their main operating base is in Darlington, County Durham, with Scania and DAF models among the many tractors used today. Back on the 24th of January 1990, this 1984 Mercedes twin-steer was in use, pictured hauling a neatly sheeted load under a bridge on the M6 in Birmingham.



Based in Willenhall on the edge of the Black Country, Joseph Foulkes used to haul out of the Seamless Tubes Ltd company in the same town. They are no longer in business unfortunately, but used to run some early Scantias before settling on Mercedes tractors, save for a lone Foden. This pair of Mercs were photographed on the A5 in Staffs on a fine spring day in May 1989.



I think this is a 2028 model that was manufactured in 1986. This well-weathered example was photographed in the early hours of the 28th of January 1994. Wm Armstrong of Longtown, Cumbria, used to Run Scania 111 and 112 models, among others. They run livestock, storage and other types of haulage around the country, and their lorries were regular visitors to Walsall's lorry parks, in common with other Cumbrian companies.



This 1988 Mercedes 2035 tractor belonged to GBE European Fast Freight who had a depot in Lichfield Staffs. The unit was captured at speed on the A40, passing by the village of Birdwood on the A40 in Gloucestershire in May 1992. GBE went out of business around 2007 and used to run Iveco and Seddon Atkinson Strato tractors.



Maddern Transport of Exeter has often run Mercedes, and had Actros models after the SK tractors. They also used to run Scania 93 and 113 units, plus Renault G cab tractors. The picture was taken in November 1991 on the M6 in the Midlands.





Scruton Haulage run out of Brough in North Humberside, and has run a few Mercs in the past. This 1989 6x2 tractor was pictured driving through Wednesbury in the West Midlands in February 1996, and was a 2035 Powerliner model.



▲ John Harrop & Son of Winsford in Cheshire ran this 1985 tractor. It was rendered on film on a fairly dull day in February 1992. Using a 200mm telephoto lens in low light meant I had to pan carefully, but I was rewarded with this image of the Mercedes with two large cylindrical vessels on board.

► In February 1992 I took a trip to Sandbach to photograph F Hackney's neat fleet. The five or so tractors comprised mostly 4x2 Gardner-powered ERF B Series and one A Series. The impression I got was that this 2033 Mercedes was owner Howard Hackney's pride and joy. The company had previously run a 1973 Mercedes LP unit which Howard also drove.



▲ Stiller Transport has long been a staple of the North East haulage scene. They have run many lorries from County Durham including Guys, and one of the first Magirus Deutz tractors in around 1967. This Mercedes was number 65 in the fleet, and had the words 'titter ye not missus' chalked on the abnormal load marker plate, to the right of the three pointed star. A sunny morning in November 1993 enabled the fleet colours to stand out.







Based in Birmingham, Chambers and Cook have been in operation since 1924. In the eighties their livery was this lurid but attractive acid yellow and blue. Mercedes tractors, both 4x2 and twin-steer, were to the fore on international work. They also had a single Foden 4000 series and a Steyr or two. This 1984 example was photographed outside their yard.



▲ From Clitheroe in Lancashire came Barnes and Tipping, who had a large fleet. I would often see their ERFs at night, from B Series onwards, and occasionally a Mercedes like this 1985 twin-steer 2033. The photo was taken sometime in 1991.

► Pykett Bros of Newark have been in operation since 1955. They run general haulage and have DAF and Scania tractor units on the books now. Back in June 1990, this 1986 Mercedes was photographed running through Walsall's ring road with a twin-axled tipper trailer.



▲ Sanmar ran over 100 Mercedes lorries at one time, and also ran Ivecos. They were based in Wakefield but went out of business in the 90s I think. This 1987 EPS Powerliner was photographed one morning in November 1990 in Walsall.



► I believe that Consolidated Land Services took over Protheroe, and this Mercedes 2028 was based in Port Talbot. It had a sister, reg D923 NFU, and was one of many Consolidated Mercs that originally came from a yard in Scunthorpe. This one was photographed on Wednesday October 31st 1990, with a regular load of strip steel on board.



▲ This Mercedes 2025 belonged to GH Moreton of Barry, South Wales. This was a 1984 model named 'Noddy' and was photographed on the M6 in West Bromwich back in November 1991.



▲ Stuart Keen Haulage of Sheffield ran this 2025 twin-steer Mercedes. Being a January morning in 1992, there was plenty of winter road filth to find its way onto the lorry and trailer, but it made a nice sight and noise as it approached a motorway junction in the Midlands.

◄ Wards of Wednesbury seemed to run entirely on Mercedes, save for one Volvo FL7 rigid that I saw. This 2028 was called the 'Black Widow', and black was a common theme in the fleet colours. This photo was taken in their yard in March 1990, and I managed to record most of their vehicles on film.



# Specialist Insurance

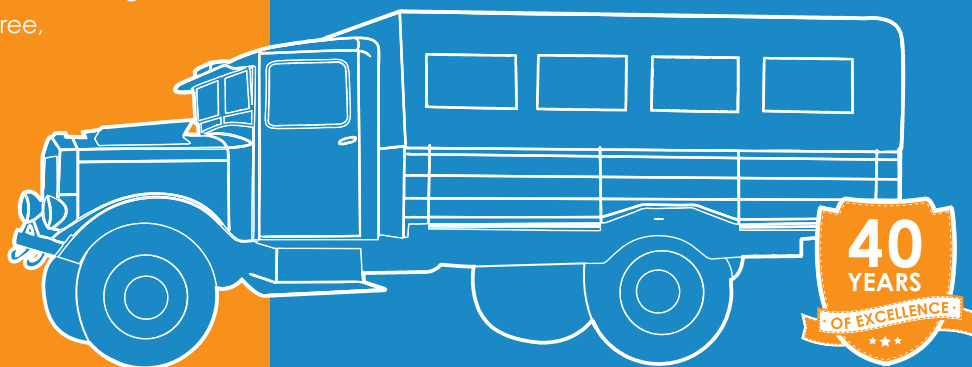
Adrian Flux know how much you love your vehicle, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



**0800 085 5000**  
**adrianflux.co.uk**

Authorised and regulated by the Financial Conduct Authority

## CLASSIC & VINTAGE COMMERCIALS



Benefits available can include:

- |                    |                             |
|--------------------|-----------------------------|
| ■ FREE Legal Cover | ■ Limited Mileage Discounts |
| ■ Agreed Value     | ■ Breakdown Cover           |
| ■ Laid-up Cover    | ■ Club Member Discounts     |

# BARN PAINT

**FOR BARNS, STABLES,  
OUTBUILDINGS, SHEDS  
AND FENCING**



**Ideal for  
workshops,  
sheds, garages  
etc. One can  
does it all!**



**THE SAFE ALTERNATIVE TO TAR VARNISH, BITUMEN AND CREOSOTE**



### BEDEC ACRYLIC WATERBASED BARN PAINT

is a revolutionary product, ideally suited to the protection of exterior wooden, metal and plastic cladded buildings.

- Easy to apply
- Excellent colour retention
- Multi-surface application
- Use on: wood, galvanised steel, plastic, concrete, brick and cladding

For excellent resistance against:

- Cracking, blistering & flaking
- Rain and severe weather
- Rot and algal build-up
- Long lasting finish

### ULTIMATE PROTECTION WITH THE ULTIMATE SURFACE COATING SYSTEM!

Available nationwide through Travis Perkins, Ridgeons, Brewer & Sons, Bromborough Paints, Dulux Decorator Centres and Ernest Doe & Sons Ltd.

**Call 01279 876 657**

**Fax 01279 876 008**

**Email: [sales@bedec.co.uk](mailto:sales@bedec.co.uk)**

**[www.bedec.co.uk](http://www.bedec.co.uk)**





All American muscle: Sterling T26's would look the business today, never mind 70-odd years ago.

# Turning the tables

**The turntable-steer, chain-drive Sterling was the most technically ingenious and most powerful truck either prototyped or put into production in WW2. Ed Burrows tells the story of the concept that set the performance benchmark for all subsequent 8x8s military trucks, the US Army officer who conceived it and the Brit who uncovered its secrets for posterity**

**T**he world's first truck had wagon-type turntable steering. Built by Gottlieb Daimler in 1896, the front axle turned on a central pivot, in the manner of a horse-drawn cart.

The most powerful and potent high mobility trucks to emerge from World War Two also had wagon steering. The T26 8x8 12-ton rated fifth-wheel tank transporter tractor and cargo truck variant and their subsequent derivatives were built by the Sterling Motor Truck Co of Milwaukee, Wisconsin, under the direction of the US Army. The vehicle was conceived by a young, mechanically talented, forceful and well connected US Army Lieutenant, 'Steve' Wetmore Hodges. Despite battles with naysayers up the chain of command, the project progressed from preliminary studies and sketches in autumn 1943 to rolling out of the assembly shop a year later.

On paper, the technically ambitious all-wheel-drive propshaft and chain drivetrain combined with high-articulation suspension made the T26 appear complex in the extreme. But with a supremely self-confident can-do attitude, the alliance of inspirational project manager Lieutenant Hodges and Sterling's engineering team led by Ernie Sternberg not only made it work, the mobility demonstrated in proving trails set a new performance benchmark for wheeled heavy all-terrain trucks.

The project straddled a time when US Army planners were bitten by the bigger-is-better bug. Momentum was propelled by the emergence of heavier next-generation tanks, primarily the 70-ton T29 and the turretless 95-ton T-28/T-95, designed to out-fight Nazi Tiger IIs. The US Army's standard-issue tank transporter, the M26 Dragon Wagon, was designed for hauling tanks and material weighing up to 40 tons. In consequence, it was hard-pushed the handle these weights.

After peace broke out in 1945, programmes like the T26 began to be wound down. But

as might be expected, a lot of Department of Defence folk were having so much fun with pilot, prototype and experimental big boys' toys they fought a rear-guard action to prevent development being terminated. Surrender, though, was inevitable. In 1947 the axe fell on the overall T26 programme – which also embraced the Cook Bros 8-ton rated wagon-steer T20 and T20E1 8x8s, the Corbitt T33 and T33E1 8x8s – which had conventional steering and transmission – and the Sterling T28, T29, T35 and T46 (of which more anon).

Cancellation certainly did no favours for Sterling. It is evident that with its design team resources devoted to the T26 programme, it had little or no engineering capacity for an insurance strategy based on developing new trucks for the post-war civilian market. Its wartime production 7.5- and 15-ton heavy wreckers and airfield fire trucks were non-starters in terms of profitable moderate-volume production. Besides which, civilian operators were moving on from the chain-drive types that had been Sterling's forte. The nameplate disappeared not long after being bought out by White in 1951.

## SHORT LIVED RESURRECTION

In the late 1990s, the Sterling name – which among US trucking old-timers had been one of the most revered – was resurrected by Daimler's North American Freightliner subsidiary. However, the rebirth was short-lived. In the face of the global financial crisis, in 2009 Daimler North America gave Sterling the bullet. By chance, the writer had contact with Sterling before its second demise. Its marketing and engineering people confessed to total ignorance not only of the groundbreaking T26 but also to other aspects of the make's illustrious heritage. Sadly, this is a reflection of the hollowness of so much of today's corporate world.

In the context of the T26 contract, what Sterling had going for it was its heavy duty Super Traction twin-axle chain-drive bogie, which combined extreme reliability with exemplary agility. Power was delivered individually to each wheel by a driveline incorporating three limited-slip differentials and concentric jackshafts to the drive chains, all ingeniously functioning in synch with the inverted semi-elliptic spring and radius



Steve Hodges' US Army office team was also responsible for trailer development.



rod suspension system. When operating off-highway, the Super Traction system automatically directed power away from any wheel tending to spin though lack of traction. It compensated for this by delivering maximum power to the wheels with most grip. On surfaced highways, the system had the additional benefit of reducing rolling resistance due to power-sapping tyre scrub.

In WW2 conditions, reversion to what was generally considered to be obsolescent drivetrain technology proved a singular strategic advantage. For a vehicle of the envisioned size, there was a premium on the supply of high-specification steel suitable for gears that were sufficiently tough to transmit the level of power required. But Sterling's chain-drive system handled high power loadings perfectly happily with component sets manufactured in steel alloys of lower spec.

Another factor that won Sterling the contract after competitive tendering against others was that during the 1930s it acquired LaFrance, and with that came the American LaFrance gasoline V12 fire truck engine.

The wagon-steer and chain-drive front bogie concept was seized on by Steve Hodges after seeing an experimental 8x8 desert troop carrier/cargo vehicle with this arrangement built by Cook Bros. The dynamic benefits were immediately apparent to him.

The T26 was arguably the world's first-ever heavy 8x8, and the first wheeled military load carrying vehicle with more than 250bhp. Having dilly-dallied before giving the project full go-ahead, the powers-that-be imposed a preposterously tight timeframe. From finalising the design to final assembly, it was stipulated that the T26 had to be finished ready for trials within the space of nine months. The only way to meet the timeframe was to use proprietary components wherever possible. Even with CAD and modern manufacturing methods, advancing from drawing board to rattling chains in such a short space of time would be inconceivable today.

Centrally mounted in a manner similar to twin-axle bogies typical of railway rolling stock, the T26's steerable front bogie and fixed rear were essentially the same, differing principally in the front unit's steering mechanism. The installation arrangement meant that both bogies were freely floating, able to pitch from the horizontal in any direction. This ensured that no matter how undulating, all wheels remained in contact with the ground virtually all of the time.

The bogie system had the advantages of ensuring greater traction, together with even-split or proportionate torque distribution and balanced loading of the frame, axles and tyres. It also reduced unsprung weight and contributed superior ride qualities.

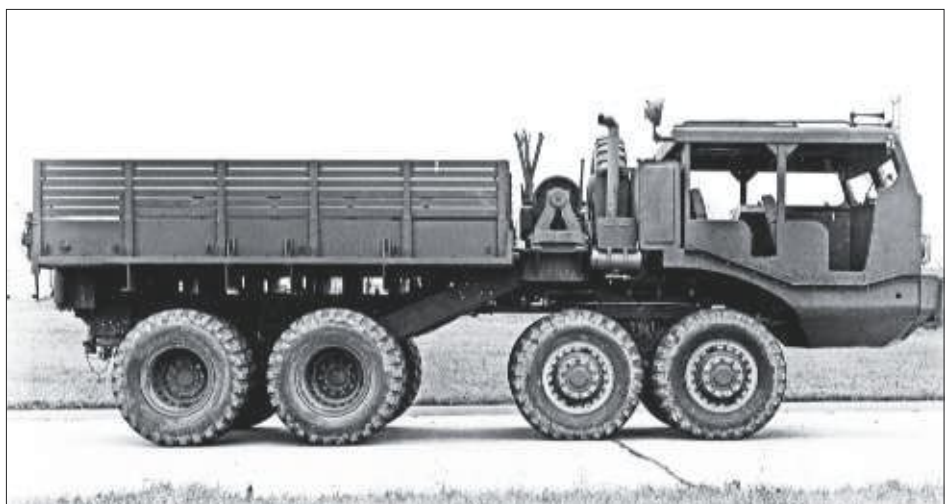
Power was provided by Sterling's 12.3-litre, 275bhp LaFrance V12. This produced a torque peak of 562lb-ft at 2,000rpm. Drive was transmitted via a Lipe twin-plate clutch, five-speed Fuller main gearbox, Fuller two-speed auxiliary box and Timken two-speed transfer case. This resulted in a total of 20 forward speeds plus reverse. With the 17.03 to 1 ratio of the drive chains, the overall transmission



The wagon-steer front bogie arrangement is common to railway rolling stock.



In trials against an M6 tracked artillery tractor, the big Sterling won hands down.



Three truck-configured T26E1s followed the original T26 tractor.





One of Tony Gibbs' side-elevations created in virtual reality computer modelling software.



The initial idea for a conventional straight frame was discarded in favour of step-down gooseneck.

system produced a lowest drive ratio of 373 to 1. Small wonder in a test involving travelling through a mud pit, equipped with dual tyres front and rear – and experimentally incorporating grouser-type wheel-pair traction devices – it was able to complete the course ahead of an M6 tracked high speed artillery tractor.

To accommodate the front bogie, the chassis of the T26 was of stepped-frame, swan neck configuration. Consistent with a signature feature of Sterling's approach to chassis engineering, the frame main members incorporated inlays of seasoned oak. The result was a significant reduction in frame distortion and road shock imposed on the vehicle and its load.

### BOLTED CONSTRUCTION

Unlike the riveted fabrication used by most other manufacturers, Sterling's preference was for bolted construction throughout. The timber inlays minimised metal-to-metal contact and overcame the proneness of rivets to work loose or shear. The concept was highly effective and patented by Sterling in 1922 (which helps to explain why the technique was not adopted by other manufacturers).

The T26 was 29.4ft long, 12.4ft wide, 11ft high and the wheelbase (measured from the bogie centres) was 12.5ft. Tyres were 20-ply 14.00-24s, with duals at the rear and with the option of being fitted at the front as



The cab was derived from the US Army's Allis-Chalmers tracked high speed artillery tractor.



12.5ft wide, almost half as wide again as a regular highway truck.

either as singles or duals.

The 12-ton rated T26 was trialed in both cargo truck and fifth-wheel tank transporter tractor guises. In the latter form, it was good for a gross train weight of 100 tons. The tractor unit itself weighed 25 tons. Bogie capacities were nominally 17.5 tons (front) and 37.5 tons (rear) for both tractor and truck. The maximum road speed was an impressive 35mph. Gradient ability in low range was theoretically 110 degrees. Thanks to the high mounting of the engine resulting from the elevated front section of the swan neck chassis, the maximum fording depth was in excess of 5ft.

Although it was retired shortly after the war ended in 1945, the performance of the T26 was deemed so effective that Sterling was contracted to build a series of further developments, the T26E1 cargo truck, the T26E3 fifth wheel prime mover – with a deeper cab with rear seating and an unladen weight of 28 tons – together with the T26E4 tractor and gargantuan T26E2 wrecker. Equipped with a Gar Wood single boom crane, at maximum boom retraction the T26E2 was capable of lifting 17.5 tons.

The swan neck chassis, chain-drive T26E development vehicles had Ford V8 GAA 18-litre, 525bhp DOHC gasoline engines that otherwise powered tanks. Research suggests these were the first ever trucks to exceed 500 horsepower. They differed outwardly from the original T26 design in having a front-end incorporating a full width engine hood ahead of a soft-top driving compartment.



A giant step forward in obstacle crossing mobility.



Although it compromised forward vision of the ground immediately ahead, the layout was the result of a desire to distance the driver from uncomfortably high engine heat.

In all, the T26 series accounted for eight pilot models, the last delivered in January 1946.

At the outset of the T26 wagon-steer programme, to cover their backs US Army top brass included a shadow series of 6x6 prototypes with conventional knuckle-type steering geometry. They were quite literally big, bigger and even bigger. Delivered between 1945 and 1947, Sterling's contribution to this part of the programme comprised T28 and T28E2 8-ton trucks and tractors, 20-ton T29 tractor, 25-ton T46 tractor (with extra-sized 18.00x29 tyres, the design of which Steve Hodges was also responsible) and T35 and T35E1 25-ton tractors

The 8-ton payload rated T28 6x6 weighed in at a massive 20 tons empty. The engine was an experimental 290bhp Continental OHV inline-6. The T28E2 had an experimental 320bhp Continental. The T29, T35 and T46 vehicles were powered by a 770bhp Ford GAC V12 tank engine. Each of these various Sterling 6x6s had a Super Traction chain-drive bogie and a diff-drive front axle.

As well as the T26 project, the Cook Bros T20, Corbitt T33 and the various Sterling T26 and shadow 6x6 developments were led by Steve Hodges. He also became responsible for the US Army's rapidly expanding Heavy Transport Program, which at its height covered 40 individual projects with over 60 pilot models between them. The task involved coordinating the activities of nine different manufacturers and rigorous testing at the Army's Aberdeen, Maryland proving ground and other facilities including the Sonoran Desert in the US Southwest.

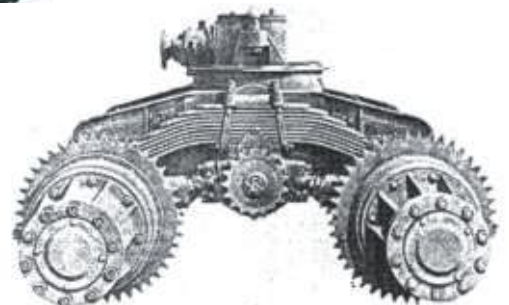
## FURTHER PROJECTS

After the peace-dividend cutbacks, Steve Hodges eventually worked with the Lockheed aircraft, missile and space engineering group on its high-mobility XM800W 6x6 and XM808 8x8 Twister light armoured strike/reconnaissance vehicle projects and Dragon



The T26 cab, created by Tony Gibbs in virtual reality engineering computer software.

Wagon 8x8. The front wheel assembly of the XM800W was mounted on a horizontally-pivoted front end for added articulation over rough ground. The light strike 8x8 and Dragon Wagon shared a layout comprising a centrally-coupled front and rear 4-wheel modules. The coupling system combined hydraulic steering rams with linkage providing articulation around both the vertical and horizontal axis, system that resulted in exceptional agility. Oshkosh acquired a licence to the Dragon Wagon's technology, which formed the basis of the all-terrain 8x8 LVS (Logistics Vehicle System) tactical truck series developed for the US Marine Corps. The LVS entered service in the mid-1980s. Oshkosh delivered over 1,600 units. The LVS comprised a 4x4 cab/engine



Sterling's rugged, reliable high-articulation Super Traction bogie.

front-end module with interchangeable 4x4 load platforms and other mission-specific body types.

The Sterling name is on route to the scrap yard in the sky, and there are no known survivors – restored or otherwise – of the US Army's T26 programme. But the truck's spirit



Three truck-configured T26E1s followed the original T26.





With a 525bhp DOHC V8, Sterling's T26E1 was the second development in the T26 series.



Steve Hodges with the Cook Bros 8-ton wagon-steer prototype.

lives on, in the form of a remarkable new book by a Brit, Tony Gibbs, a retired industrial design consultant who has worked in the motor industry.

Explaining his interest in the T26, Tony Gibbs says: "As a boy during WW2, among my most vivid memories was witnessing convoys of Diamond T tank transporters on their way to the South Coast prior to the D-Day landings. I thought I might scratch build a hyper accurate Diamond T in 1/35 scale as a retirement project. When I first contemplated the idea, there were no Diamond T models. That changed – and I was intent on doing a truck for which there was nothing commercially available, either built or in kit form.

"I was intrigued by photos of the T26 in reference books. To my eyes, in the world of trucks, it was the ultimate embodiment of 'All American' 1940s military might. The Sterling T26 became an obsession, the material I gathered turned itself into a book – and I still haven't built the model."

It may sound cynical, but the plain truth is, a high proportion of works of non-fiction are by authors who recycle information from previous books on a subject and from public reference sources. Tony Gibbs' book is

something else. It is the product of original, painstaking research going back well before the turn of the century.

Official records of military programmes are invariably classified and, especially where a project suffered curtailment, may not necessarily survive the passage of time. There was no bulging, comprehensive dossier of

technical material and engineering drawings on the T26 gathering dust in US Army or Department of Defence vaults. Tony Gibbs' quest for technical information involved taking working holidays in the States and considerable personal networking. To his good fortune, he eventually came across the name of the T26's designer, Steve Hodges, who as a WW2 US Army officer headed up a unit in the advanced projects arm of the service.

It transpired that Steve Hodges was responsible not only for the T26 – but for the design of several other notable military vehicles, including Lockheed Dragon Wagon concept that evolved into the Oshkosh LVS articulated-chassis 8x8s operated by the US Marine Corps.

After making contact, Tony Gibbs wasted no time in arranging a holiday in California where Steve Hodges was living in retirement. Whilst this produced a mass of technical information, a rumoured cache – that even included film footage – was only found by Steve Hodges' family after his death in 2005.

As an industrial design professional, for Tony Gibbs, a meticulous accurate model meant computer aided design (CAD) techniques were the only way to go. The book contains a wealth of engineering and specification detail, surviving photographs of components and sub-assemblies and general arrangement drawings. To supplement these, and fill in gaps where they do not exist, there are extensive references in CAD image form.

## READ THE BOOK

The book contains everything required for undertaking the most pernicky scratch build. And for anyone with the time, money and inclination to indulge in building a full size replica of the T26, it is the only conceivable nuts-and-bolts starting point.

'Sterling T26 Discovered' also contains the human story behind the vehicle and related developments, chronicling Steve Hodges' battles with bureaucracy which caused a two-year delay before the project got properly off the ground – and too late in the War for its innovations to be put to use by the Allies. The human story also covers



The 8-ton T28E2 6x6 had a chain-drive bogie and conventional front-axle drive and steering.



pertinent aspects of Steve Hodges' family life, including friendship with the family of Henry Ford, which proved invaluable for a series of highly effective Ford-based overland expedition vehicles built by Steve Hodges after leaving University. The family lived on a ranch in Montana. His younger brother, Hank Hodges, founded the one million acre Nevada Automotive Test Centre, now run by Hank Jr.

Within its 224 pages, 'Sterling T26 Discovered' contains over 500 photographs (29 in colour), 78 drawings including 1/35 scale plans and elevations, 58 CAD depictions that include components and sub-assemblies and 44 pages of Steve Hodges' notes. Tony Gibbs has taken his obsession with the T26 to the lengths not only of publishing the book himself but setting up a dedicated website: [web.me.com/tony.gibbs2/Sterling\\_T26/\\_Home.html](http://web.me.com/tony.gibbs2/Sterling_T26/_Home.html).

On seeing the book in draft form, Steve Hodges stated in a letter that it was the definitive work on the T26 and had his seal of approval – and that was before Tony Gibbs more or less started the book all over again after the missing cache of photographs, technical papers and film footage was discovered by Steve Hodges' family after he died.

Tony's book is a tribute to the brilliant designer Lieutenant Steve Hodges, who led the T26 design project. He visited Hodges at his home in California and the two became friends.

When Steve Hodges died, Tony was given access to his entire archive, and was able to scan copies of all the documentation, photos and technical drawings relating to the project.

"One of the problems Steve faced was that the quality of steel available during the Second World War was just not tough enough for conventional gears on a truck this size," said Tony.

"The solution he came up with was to create a system whereby power was delivered individually to each of the eight wheels, using sprocket and chain for the final drives. So they were reverting to older technology as a way of dealing with wartime constraints.

Steve Hodges, who was awarded the Legion of Merit for his design work, went on to develop further 8x8 trucks, including the Lockheed Twister and the Lockheed Dragon Wagon, the essence of which was embedded in the Oshkosh LVS military truck series, used to good effect in Operation Desert Storm.

Tony Gibbs began researching the T26 as a retirement project, after a career in industrial design during which he worked on projects ranging from a Royal Mail pillar box to a complex spacecraft control console.

His interest in military vehicles was sparked in the days before D-Day when as a child he watched endless convoys heading south to the embarkation points.

Even then it was the massive American transports that most captivated his interest, together with the cool and relaxed GI crews that operated them. ♦



The 770bhp output of the tank-engined 25-ton T46 matches today's tank transporters .



Lockheed's pivoting-frame Dragon Wagon was another product of Steve Hodges' thinking.



Dragon Wagon technology was licenced by Oshkosh for US Marine Corps LVS tactical trucks.



The FWD Teracruzer was a wagon-steer truck that did make it into the US inventory.



# Bedford Hybrid



Jim's 'hybrid' is made up of a TK body, and a TL cab conversion kit.

Ex-army Bedfords are popular with enthusiasts, and come in many shapes and sizes. Jim Smith from Cumnock owns a TK that has been converted into a mobile display unit, as Bob Weir discovered.

**J**im has always liked collecting things, particularly if they are wearing a 'Griffin' badge. Since he took a back seat from his Vauxhall car franchise, Kerr & Smith, he has been able to give his hobby full rein. This includes one of the finest private collections of fire appliances

in the whole of Scotland, a throwback to his days working as a volunteer fireman. He also has a fine stable of old tractors, farm implements and steam engines, which he regularly shows at rallies.

"I was born and raised in the Cumnock area, and I'm an engineer by profession," he explained. "Back in those days coal was king in most parts of Ayrshire. My father was a senior official at the NCB (National Coal Board), and when I left school I wanted to follow in his footsteps. Unfortunately, this was during a period when deep mining was in decline. Although I completed my four year apprenticeship, I was forced to look for a job elsewhere. Although I was still only 22, I decided to take a chance and go into business with my friend Bill Kerr."



Jim Smith with the Bedford outfit.

The partners decided to try their hand at commercial vehicle repairs. Working at the back of his father's Dutch barn, they labored around the clock seven days a week. Their efforts eventually paid off, when they won a maintenance contract with the local council. Kerr & Smith quickly expanded and now includes two Vauxhall dealerships in Ayr and Cumnock, and an Iveco lorry franchise in Glasgow.

"Being involved with Vauxhall for so many years, I am a big fan of Bedford commercials," he said. "This particularly applies to the models TK and TL. I also used to drive a TK fire appliance as part of my duties with the Cumnock fire station, and my collection of fire appliances includes several Bedford vehicles."

## Specification

**Make/model:** Bedford TK 1000, chassis with fixed TL cab

**Year:** 1989  
**Registration:** G610 VNS  
**Engine:** Bedford 330  
**Gears:** 4-speed  
**Top Speed:** 60mph





The 'conversion kit' means that the cab's interior, is in superb condition.



## HIDDEN SECRET

G610 VNS originally started life with the military. Jim said: "The lorry looks like a typical TL 1000, but it has a hidden secret. About ten years ago one of my friends, Charlie McKay, from Dingwall up in the Highlands, was looking for a TK cab in good condition as part of a restoration project. He had one of the few KM artic units, equipped with a Detroit engine. As I recall, Bedford fitted two different engines to these 32 ton trucks. One was their own 466 cubic inch in-line unit, and the other was a Detroit diesel two-stroke V6, a type more commonly known as the KMR.

"We were scouting down in England at Hamptons, the ex-military dealers based in Newcastle-Under-Lyme. They specialise in old lorries, including Bedfords. We quickly discovered that they had plenty of Bedford cabs in stock. Unfortunately they were in just as bad condition as Charlie's current cab, and not much use for what he had in mind. We had a chat with the owner, and he suggested we look in another shed at the back of his yard. Apparently, it was also full of Bedfords. The owner said they were a bit more expensive, but in better condition."

The two friends decided to check it out, more in hope than expectation. Fortunately, they were in for a big surprise.

"We were astonished to find that the



◀ The small demountable 'caravan' is a handy place to make a cuppa, but was given the thumbs down by Jim's wife.

Bedfords were sharing the shed with a herd of cattle. We negotiated our way through the muck, until we spotted a TK 4-ton cargo lorry. We looked inside the cab, and much to my surprise I noticed the odometer was only showing 500 kilometres. The lorry was almost brand new, and this was backed-up by the state of the tyres. I then noticed that the lorry was wearing 'L' plates. We both assumed that the military had been using the Bedford for driver training purposes, and for some reason the vehicle had become surplus to requirements.

"Our immediate thought was that the owner surely didn't intend breaking up a new lorry? We decided to make further enquiries and,

sure enough, the cab was for sale at £1000. I then asked the owner the price for the whole lorry. My thinking was that the Bedford was too new to be broken up, and it seemed such a waste.

"Fortunately, the owner came up with an ideal solution. In addition to the Bedford lorries, he also had some surplus Ministry Of Defence TL cab conversion kits. Apparently the MOD had ordered dozens of these kits, in order to convert their existing TK fleet to TL specification. The project was then put on the back burner, leaving a lot of the cabs surplus to requirements. The owner's cab was the non-tilt version, and he assured us both that it



The Bedford while still in Army colours.







Jim's Bedford S Type is still occasionally used to haul other vehicles out of the snow.

would slip straight on to the TK chassis. The upshot was that we agreed to buy the whole lorry. Charlie would take the TK cab, and I would buy one of the TL conversions to fit in its place."

Having concluded the deal the two friends returned to Cumnock, and made the swap.

Jim said: "Charlie went back to Dingwall, and I had a new lorry on my hands. To begin with I rallied it as an Army truck. I also used it occasionally to transport a pair of dummy horses, which we used as part of an advertising campaign for our Kerr and Smith company stand at Ayr racecourse. This caused a few

laughs as the horses were positioned with their heads looking out the back canvas, and must have appeared real to a lot of pedestrians and other motorists. We even got a few phone calls from people, advising me that this was not the proper way to transport horses!"

### TIME FOR A CHANGE

Jim eventually got bored showing the Bedford in Army colours, and decided on a makeover.

"As it was a MOD spec vehicle, the Bedford did have one trick up its sleeve," he recalls.

"It had full air to the rear, enabling it to tow a trailer, via the Euro coupling. I decided to look

into the possibilities of getting rid of half the body, and fitting a fifth wheel rear coupling. This would then convert the Bedford into a dual purpose vehicle, allowing the lorry to tow a small trailer and still keeping it within its GTW (Gross Train Weight) of 13 tonnes.

"Once I got started the work was comparatively straightforward. I got some help from the Fifth Wheel Company about specification, and ended up using a mini fifth wheel coupling. It uses the same pin, but is smaller than the standard article. It also means I now have two fifth wheel trailers, and have been able to use one on my latest project, the Shand Mason & Co steam fire appliance."

The Shand Mason fire appliance, no: 978, is a piece of living history and was originally built in 1896. Late Victorian fire appliances still relied on good old-fashioned horsepower.

Jim said: "Survivors are extremely rare, although several were retired into preservation. Engine no: 978 was originally owned by the Duke of Portland, and was one of a matching pair used on his estate at Welbeck Abbey in Nottinghamshire. Country estates were very large in the late nineteenth century, and the appliance would have been expected to cover a wide area. Once it was stood down the appliance spent some time at the Hull Fire Service museum, before being transferred to the Lothian Fire Brigade headquarters at Lauriston Place in Edinburgh.

"I happened to come across the appliance on a recent visit to Edinburgh, with my friend Tom Parks. We were given the opportunity to restore the Shand Mason back to working order, and I now hold stewardship of the appliance on a lifetime loan. The restoration was finished in the spring of 2016, and we now

Jim owns one of the finest private collections of classic fire appliances in Scotland.





## A brief history of Shand Mason & Co

Shand Mason & Co of Blackfriars started business in 1774. In 1851 they exhibited at the Great Exhibition held at Crystal Palace in London. The following year the company built the world's first ever floating steam fire engine for the London Fire Engine Establishment.

By 1858 the company had also made their first land steam fire engine. This was a single cylinder vertical design, and was bought by the city of St Petersburg in Russia. London Fire Brigade followed suit, and in 1861 bought a larger two-cylinder horizontal engine. This went on to win first prize at the forthcoming London International Exhibition.

A revolutionary new design dubbed the 'Equilibrium' was introduced in 1869. This impressive machine could boast three steam cylinders, and three vertical double-acting pumps. Along with the popular 'London Brigade' single cylinder model, these two engines formed the mainstay of the company's output for several years.

The next groundbreaking design was introduced in 1889. This was the twin-cylinder double vertical model, and the engine proved to be extremely popular, both at home and overseas. This particularly applied when it was equipped with the patented Variable Expansion gear. The successful combination provided the

maximum power available, given any supply of steam.

Unfortunately by the early 1900s, the writing was on the wall for steam powered fire appliances. Shand Mason & Co failed to ring the changes, and make the transition to the internal combustion engine. The company did produce a number of self-propelled, steam driven fire appliances, but only a handful found buyers. Petrol-driven appliances gradually took over the market, and by the early 1920s the company was in the hands of the receivers. In 1922 they suffered the ultimate humiliation when were bought out by arch-rivals Merryweather, who disposed of the remaining stock.

show the appliance on a regular basis."

The Bedford 'hybrid' has proved to be the ideal transport for the Shand Mason, and is a popular sight on the Scottish vintage vehicle circuit.

"Luckily I had already painted the lorry in red, which is my favourite colour," said Jim. "The rest of the trailer is taken up by a small demountable motor home. I spotted the unit on the Internet about five years ago, when I was looking to change the Bedford. It was located down in the south of England but going by the pictures on eBay, appeared to be in reasonable condition. I ended up buying the unit, and had it transported up to Scotland.

"I had high hopes that my wife Audrey would agree to use this as a temporary home, for when we stayed overnight at rallies. The

unit was still fitted with net curtains, and seemed to have possibilities. However, when it arrived in Cumnock, Audrey took one look and said 'not on your Nellie!' To be fair, the unit wasn't in great condition, and I've since bought a proper motorhome for when we go away. However, I still decided to give it a quick makeover, and the interior was all

ripped out by my son's retired father-in-law Ian Meiklejohn. We then relined the floor and walls with new wood, before adding carpet tiles. At the time, of course, I had no idea that I would be acquiring the Shand Mason. However, everything has turned out ok, and the room comes in handy if I want to take a quick tea break with one of the boys." ♦



The horse-drawn Shand & Mason fire appliance has been completely restored, and is a fond reminder of a bygone age.



Jim's two dummy horses attracted some controversy when they were being transported in the back of the Bedford.



Jim's Bedford CF fire appliance spent many years on a remote island in Shetland at the very north of the UK. Ironically, it was Jim's company Kerr and Smith, who originally supplied the vehicle.





# Cuban classics



The oldest working lorry found was this 1920s/30s Ford AA. A new cab is among many modifications this vehicle has had over the years.

## Dave Bowers visits a part of the world where working classics are still very much a part of everyday life!

**W**hen Dave Bowers went on holiday to Cuba he couldn't resist wandering through the streets of Havana in search of old commercial vehicles which are still in daily use – in fact he came across one that was at least eighty years old!

It's well known that the roads of Cuba are crowded out with befinned American cars of the 1950s. And this also applies to trucks, a consequence of the trade sanctions and sales embargo imposed due to political differences by the USA in the early 1960s. This then explains why the oldest commercial I came across was a Ford Model AA of the 1920s/30s,

which had had its working life extended by adding a new cab and windscreen – although a set of cab doors was deemed unnecessary!

This Ford was the oldest working vehicle that I came across, although I found a couple of older, retired examples in an untitled car museum situated down by the waterfront in Havana's docklands.

The first of these was a part-restored, chain-drive Mack that called to mind the First World War years, as this American model became known as the 'Bulldog' by British 'Tommies in respect of its 'go-anywhere' ruggedness. Identified as a 1915 example, the later Trilux wheels suggest a later year model,

although maybe the axles and hubs had been changed to improve this truck's practically and give a smoother ride over poor surfaces?

Originally sold in the US for \$750, a Republic Dispatch was another old stager, but this one dated to 1914. The Dispatch earned a lot of praise at about that time when two of them completed a cross-USA run of 4,080 miles as a publicity exercise. This firm gained many sales in the First World War from the sale of their Liberty model trucks, topping 30,000pa at one time. But the firm fell on hard times, and went bankrupt in 1921 – the oft quoted reason being that, as for other manufacturers, too many second-hand ex-military trucks were entering the market and suppressing sales of new ones.

### BULLET RIDDLED

From a much more modern time of a defining national conflict in Cuba, when Fidel Castro and his guerrillas overturned the oppressive regime of dictator Batista's rule in 1959, a Ford cab-over panel van is on display at the Museum of the Revolution, which had been very well aerated by machine gun fire in those troubled times!

Not surprisingly, Ford and GMC produced trucks are well represented here given the immediate proximity of the USA, with Key West in Florida only ninety miles away.

Starting off with the blue-badged Ford trucks seen trundling round and doing a day's work, these included many F types, ranging in size from a neatly preserved F3 with a locally made van body, through to later F300, F600 and F8 trucks with 'bone in the mouth' radiator grille styling, and also a most imposing pair of Louisville L9000 trucks in dump truck and tanker form.

From Chevrolet, the smallest and oldest example seen in use was a circa 1953 Chevy 3100 pickup with a tilt top and frame, which seems to have been adapted into what could be described as a people carrier. The most numerous examples with Chevrolet and GMC badging included a good number of two-tonners. One of these still useful Chevy



A Havana vehicle museum contained this 1914 Republic Dispatch and 1915 chain-driven Mack.



This bullet-riddled 1930s Ford was on display at the Museum of the Revolution.





This Ford F8 tipper with 'bone in the mouth' radiator grille dates from 1952.

trucks which caught my eye had been adapted as a country bus; a fairly common adaptation in Cuba. The largest examples which have been adapted for public transport are based on full sized tractor and trailer semi units.

Note the similarity in styling of the Chevy two-tonners with Bedfords of the Fifties, such as the D3 model, the former Dunstable firm being part of GM at the time.

Other Chevrolets included a much modified Apache pick-up that appeared to have benefitted from a twin-cab conversion, and also a long-wheelbase model in blue of circa 1955 origin.

International's KB3 trucks seen on the streets in the suburbs brought the question to mind, did the Rootes Group copy the cab design for their Commer and Humber commercial lorry models, and also for the Humber Hawk and Hillman Minx saloons in the 50s era?

Other Internationals included a later 4600 and a Transtar bearing a clearly substituted Hino badge, both of which would have been imported, presumably second-hand, long after the still existing US embargo was applied.

As for other US manufacturers, a 1954 Willys truck and a handsome looking Studebaker two-tonner summed up my findings by the last day on the island.

## OTHER MAKERS

Representing other manufacturers, a few Brazilian-built Volkswagen Worker vans were seen from time to time, and also a few lightweight Sava-Pegaso lorries from Spain. A fair number of Russian vehicles were also to be seen, which included a four-wheel-drive GAZ 66, presumably ex-Cuban army, and a MAZ 500 in use as a water tanker.

What the future may hold for Cuba now that trading relations are set to improve remains unknown, although somehow or other, given the care that has gone into restoring and maintaining the above vehicles to such a high standard for both work and pleasure, my guess would be that these vehicles will continue to be seen on the streets of Havana and throughout Cuba for a good few many years to come! ♦



A well-presented Ford F300 still in use.



Chevrolet two-ton truck used as a bus.



Looking like a Commer and badged as a Mack, this is actually an International K Series.



This Willys Jeep Truck dates from 1954.



Another 'disguised' classic – an International Eagle badged as a Hino.



A well-used Sava Pegaso 415 moving furniture.



This Russian-made GAZ 66 is probably ex Cuban military.



A few Brazilian-built Volkswagen Worker four-wheelers were also seen.



# Blind Bearings

This month Richard Lofting does some work on his son's Mini van.



1

Another project awaiting some TLC - my son's Mini van.



**A**nother long term project belonging to my son is his Mini van. It has been languishing in the garden for about two years now and if stays there much longer will be consumed by nature! To push the project along a bit I have been working on the power plant for him. The engine in the van at present is an unknown quantity. However, a spare engine that is known to be a good runner, except that the transfer gear rattles due to the needle bearings being worn, has been sitting in the workshop doorway for a while, so I decided to get this sorted. Ok there is a multitude of welding to the shell to be done (watch this space), but at least the power plant will be ready to drop in as a unit once the shell is complete.

To get to the transfer gear, or at least its bearings, the clutch/flywheel assembly needs to be removed first so that the transfer casing can be removed from the engine/gearbox assembly. Anyone that has worked on the Mini engine will know all about removing the flywheel with the specific puller, and how tight it can be on the tapered shaft, but with a 'windy gun' on the puller bolt, a sharp crack was heard and it was free.

## THE BLIND BEARING

The workshop manual glibly says to warm the alloy casing with boiling water and prise the bearing out! I knew this was a non starter, and so decided to try the old trick of

welding a nut to the bearing and pull on this with some suitable tubing and thick washers. Unfortunately the weld did not hold - the nut pulled out at the first attempt, either due to the carbon content in the bearing shell or the fact that I didn't want to put too much heat into it right by the alloy, so the weld did not stick to the bearing shell.

## BLIND BEARING PULLER

As I had removed the needle bearings and the cage, I thought that the blind bearing puller that I had would fit through the bearing shell, but it was just too big to pass through. The only remaining option was to order a blind bearing puller set from that well known auction site. This arrived after the weekend and I was impressed! For 25 quid I had a set of four blind pullers from 10mm up to 32mm, along with a plated slide hammer, all in a blow-moulded case, and the quality seemed reasonable for the money.

## THE JOB IN HAND

Selecting the largest of the four pullers, I fitted it through the shell of the bearing and then tightened the two halves. This pushes a tapered pin between the segments at the end of the puller so that they expand. This moves the lip at the end of the segments behind the bearing shell. The slide hammer is attached at this point. The manual says heat the alloy casting with boiling water,

## HEALTH AND SAFETY

- Bearing shells are by necessity hard and will possibly chip or splinter, so wear appropriate goggles.
- When using a blowtorch for heating be aware of flammable materials nearby.
- Sometimes when pulling bearings they let go with 'explosive' force, so cover with a cloth.

but the blowlamp was to hand so I gently heated the surrounding area from behind so that the alloy would expand away from the bearing shell. A few sharp taps with the slide hammer and the bearing shell was out.

## FITTING A NEW BEARING

The book says knock the new bearing in with special tool No whatever, but I was next to our trusty old Churchill screw press and soon had the case suitably propped up on a lump of steel, and the bearing was started. To finish I found a suitably sized socket spanner slightly smaller than the bearing outer diameter, as the bearing fits just below the case level. Obviously don't push the bearing in too far as one day you might want to take it out again. Also, in this case, the bearing is fed with oil from a drilling at the bottom of the bearing hole, so this needs to be uncovered or the bearing will be starved of lubricant.



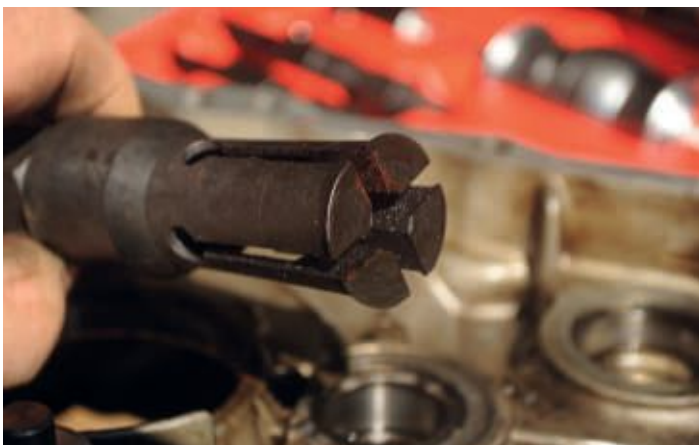
**2** The offending bearing, after the rollers and cage have been removed.



**3** A set of blind bearing pullers found on the internet for £25.



**4** Select the size that will fit through the centre of the bearing.



**5** When the tapered pin is screwed in, the ends open out.





**6** If the needle rollers had still been there a smaller size would have been needed.



**7** Make sure the puller is at the bottom of the hole.



**8** Tighten the two halves together to expand the puller behind the bearing.

### *Richards tips*

- When pushing in bearings always make sure they start square in the hole.
- Try not to mash the bearing hole when removing the old one.
- Never strike a bearing shell directly.
- Read the correct manual, if available, before you start.
- Sometimes there will be a circlip holding in the bearing!



**9** Now attach the slide hammer to the puller.



**10** The slide hammer works by sliding the weight up the shaft.



**11** When it hits the end it imparts its inertia to the puller in an outward force.

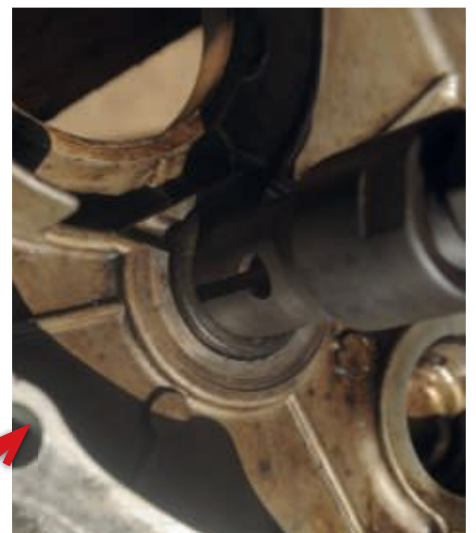


**12**

Heating the alloy casting from behind will allow the metal to expand.

**13**

After two taps the bearing is coming out!







**14** Several more taps and the bearing shell is out.

**15** The old and the new - a quick check to see if we have the right bearing.



**16** Don't push the bearing right in or you will cover the oil drilling.



**17** With the casing set up in the press the bearing is started squarely.



**18** The bearing sits just below the surface, so a suitable socket is selected.

**20** The bearing now ready for service once again, although it will get a squirt of oil before reassembly.



**19** Now the bearing can be pushed into the final position.



**FINISH**



 **PlasmaPart**™



0844 822 80 40 | [enquiries@plasmapart.com](mailto:enquiries@plasmapart.com) | [www.plasmapart.com](http://www.plasmapart.com)



# Advertise for **FREE** with **Heritage COMMERCIALS**

A WORLD OF CLASSIC LORRIES, TRUCKS AND VANS

**HC Marketplace - The place to buy and sell**

## YOUR ADVERT WILL BE SEEN BY **THOUSANDS** OF READERS



**DENNIS PAX DROPSIDE** 1956, Perkins P6 Engine Dennis 4 speed gearbox. This lorry was formally a Whitbread Brewery vehicle and has been fully restored in its original livery. It has taken part in many events including The London to Brighton and Trans Pennine Runs, it has won a number of awards and was featured in CVC Magazine May 2015, MOT exempt and is in first class show condition throughout with many new parts including 6 new tyres. **£12,000 ovno. Tel.07906 904120. Essex**

### Terms and conditions for private advertisers

1. The advert copy provided by the customer must be legal, decent, honest and truthful and comply with the code of the Advertising Standards Authority (www.asa.org.uk). HC Marketplace may amend the advertisement to ensure compliance with these requirements.  
2. HC Marketplace is not able to verify the

truthfulness of any statements made by a customer in the advert copy. Accordingly, the customer will be responsible for any losses, expenses or other costs incurred by HC Marketplace which are caused by an untrue statement made deliberately.  
3. In order to meet its production and other editorial requirements, HC Marketplace reserves

the right to re-classify, edit the copy or alter the size or colouring of any advert.  
4. Whilst every effort is made to include your free advert correctly, due to the large volume of adverts we receive, we are unable to take telephone calls should an error occur. You are welcome to resubmit your corrected advert for inclusion in the next available issue.

5. We can only accept one photograph per coupon.  
6. Please enclose a stamped address envelope if you would like your photograph to be returned.

Choose **one** of the following methods:

- 1** **ONLINE**  
[www.hcmarketplace.co.uk](http://www.hcmarketplace.co.uk)
- 2** **EMAIL**  
[freeads@heritagecommercials.co.uk](mailto:freeads@heritagecommercials.co.uk)
- 3** **POST**  
Kelsey Media,  
PO Box 13, Cudham, Westerham TN16 3WT

## FREE ADS

To place an advert within our classified section, phone **0906 802 0279**

Calls cost 65p per minute, plus your telephone companies access charge  
For complaints or any queries about the premium rate number, please call 01959 543723, available 9-5pm, Mon-Fri.

## CLASSIFIED COUPON

Make	Model	Price

On occasions Kelsey Media Group, publisher of HC Marketplace, shares selected information with its sister companies within the Kelsey Group of companies and with other reputable companies, who may contact you about products and services that may be of interest to you. If you DO NOT wish to have the details given here passed on, please tick this box ☐

### Category

- ☐ For sale      ☐ Parts for sale  
☐ Wanted      ☐ Parts wanted  
☐ Miscellaneous      ☐ **Picture enclosed**

Name: .....

Address: .....

Area/County: .....

Telephone: .....

Email: ..... \*Not published

Signature: ..... I confirm that I am not a dealer

Date: .....

OFFICE USE ONLY MONTH

CODE

**Take advantage of **FREE** ads for readers**



## AEC

### MUSTANG MK 2



Lovely example of a classic Mustang. Took 5 years restoration and finished to a high standard. Mechanically perfect with AVU 470 engine. Ashanco exhaust brake with 6 months MoT. She is 1 of only 3 left in the country and has been looked after and cherished. New tyres all round and finished off with colour coded paint. Vanish(green/red). For more details call Andy. £Open to offers. Tel.07783 145601

### NCK 304 TRUCKCRANE



1950s. AWD 6x4 carrier from AEC parts. Driven inside and stored under cover. 15 ton max lift. Now has 55ft strut jib. Heritage machine, ideal project for showing. £6,250. Tel.07808 369669. Somerset

## ALBION

### ALBION FT37

1949. For restoration, rebuilt cab, engine run up 6 months ago, spare gearbox, back axle, heads, most parts to finnish, worth doing. Tel.07949 731753. Dorset

### ALBION VIKING

1966. Single deck service bus taty aluminium body, no seats, good engine 6080cc pegaso cpmet. Diesel been stood 20 years. £600. Tel.01359 251471. Norfolk

## ATKINSON

### ATKINSON BORDERER ARTIC



Heavy axle type. Scrap for spares only. Tel.07808 369669. Somerset

## RAIDER

1969. 4 wheeled flat bed lorry, reg BWA, 612G. £10,000. Tel.07714 476044. Derbyshire

## AUSTIN

### DEVON PICK UP

1951. Ready for rebuild. Chassis blasted, welded, primed. Cab blasted and prime. Original no. plate. £3,200. Tel.07811 239916. Essex

## K4



1947. Ill health forces sale. £6,500. Tel.01455 616549 / 07966 332915. Leics

## BEDFORD

### BEDFORD S-TYPE



1954. Good condition petrol engine good tyres, electronic ignition £6,500. Tel.07850 209401

### CA PICKUP



1963. For restoration. Some work done. Transferable registration number valued at £1,750. £3,500. Tel.01580 241237. Kent

## COMMER

### ORIGINAL BRAYSHAWLIVING VAN

18.5 foot long. Built in the late forties. Complete with original features including hostess stove, tiles and cut glass windows, but does require restoration. Will make a superb project. For further information and images call Tel.07860 733340. West Sussex

## DENNIS

### CHASSIS & CAB

Good Restoration Project. £1,000 plus. Tel.01352 740874. Flintshire

## DODGE

### FARGO TRUCK



1948, 70,000 miles. V8, Buick/Rover engine, 3 speed auto gearbox. Back axle 2000 transit. Truck has loads of character. Very sound body. Runs nicely. Has slight oil leak. £12,000 ovno. Tel.07906 904120. Essex

## ERF

### 84 PF



Fire appliance with Merryweather escape ladder 1971. Ex Bristol Fire Brigade. V8 Perkins diesel, dry stored, last used 2 years ago. £Offers. Tel.07855 376107. Avon

### ERF KV



1960. Fully restored, ready for rally season. Cab rebuilt, complete new body, tested to September 2017. Down rated to 7,500 kg. Ex Joseph Grant, one owner. £12,750. Tel.01697 343448 / 07708 578278. Cumbria



## FORD, FORDSON, THAMES

### FORD D900



1972 K. Short wheel base tipper. 6 cylinder Ford engine. 6 speed transmission, including crawler gear. 14.5 tons gross weight. Some welding required to cab but very sound for age. Original Ford speedometer. Very short and strong aggregates tipping body. No longer than a tractor unit. Formerly Bosworths of Peterborough. On farm use (off highway, no road salt) since early 1980s. Straightforward restoration. Starts and runs well. **£2,500 ovno. Tel.07778 048770. Lincolnshire**

## LEYLAND

### LEYLAND HIPPO



C.1943. Six wheel lorry. Ex military. Used as living accomodation and toured Europe before fire vandalism to the body. Cab, chassis, tanks etc unharmed. Would make an authentic civilianised show vehicle. Leyland 600 engine. Starts and runs beautifully. Drives around. Cab good for age. Requires attention to braking system. Straightforward project. **£3,000 ovno. Tel.07812 522372. Lincolnshire**

## MERCEDES BENZ

### 1617



Original thorndon coachbuilt horsebox hgv 16 ton built for driving out fit 2 side ramps and low rear ramp with winch in floor living. Telescopic partions, excellent runner. **£5,000. Tel.07968 268835. North Yorkshire**

## SCAMMELL

### SCAMMELL ROUTEMAN



8x4 double-drive breakdown vehicle. 1978. Leyland 680 engine. 5 speed and splitter. Michelotti cab. Shortened chassis. Fitted with an Allis Chalmers Model M skid unit converted into a double-drum winching power unit. Very interesting and unusual machine. Straightforward restoration. Starts, runs, drives **Tel.07778 048770. Lincolnshire**

## SCANIA

### 82M



Rare 250 oil filled intercooler, with 10 speed splitter box. Original engine & gearbox. Excellent Condition. Tested Jan 17. Still working. 134381 KM. Selling on Ebay, Lorries & Trucks. **From £4,000. Tel.07831 657233. Norwich**

### P113-320



38 ton 4x2 Tractor Unit 1996 430,000 miles 12 months M.O.T. 6 new tyres, in daily use. Unmarked Ex. Condition. Serious Enquiries only. **Tel.07831 404747**

## COMMERCIALS WANTED

### AC MATADOR

Wanted. In any condition. **Tel.07742 058487. Nottingham**

### BEDFORD LORRY

Wanted. 1931 onwards in fair to good condition. Or/and Morris Cowley Bull Nose. Running, fair to good condition. **Tel.01286 881639. North Wales**

## VOLVO F89

Wanted. Complete or parts, anything considered. **Tel.07774 415032. Gloucestershire**

## PARTS FOR SALE

### A SERIES



Offside door. **£25. Tel.07974 258047. Lancashire**

### AEC MILITANT



6x4, scrap chassis for parts. Radiator stored inside. **Tel.07808 369669. Somerset**

### BEDFORD TK WHEEL AND TYRES

8.25 x 16 excellent tread **£25. Tel.01379 650504. Norfolk**

### BMC 6 CYLINDER ENGINE AND GEARBOX



Turns over. Suit Nuffield or Leyland conversion, Spares or repair. Will break if enough interest. **Tel.07855 149026. Dorset**

### DIESEL ENGINES BY AEC

1965. Qty AV 470G 7.7 litre. DPA dump. Splitter drive on some to hydraulic pumps on some outside, others in box. Ex Freightliner and London Transport. **Tel.07808 369669. Somerset**

### ERF AV AYB SERIES

9 speed Fuller gearbox, back plate and range change assembly, box RTX 11609, £50. Cummins L10 fuel pump £70. Gardner 24 volt starter motor £75. Cummins 14 litre NTE 290 Big Cam one cylinder head £50. **£Various. Tel.01538 266215. Staffordshire**



## ERF DOOR SKIN



EC series offside. Tel.07974 258047.  
Lancashire

## ERF GRILLE BADGE



Taken off ERF EC8 series, marked 67881-7-KH on rear of badge. Undamaged condition. £10 plus p&p. Tel.07866 354575. Staffordshire

## FERGUSON TE20 85MM 6 VOLT ENGINE BLOCK

£60. Tel.01257 483280 / 07957 495563.  
Lancashire

## FODEN 400 SERIES

Steering mitre gearbox £35. 3 UJ coupling steering assembly £15 each. Steering column splined rod assembly £25. 3 hydraulic tipper pumps £25 each. 3 Eaton 1300 2 speed axle half shafts £25 each. £Various. Tel.01538 266215. Staffordshire

## FODEN HAULMASTER

Power steering box with mounting bolts and drop arm £50. Steering column indicator and wiper switch unit £25. Fibre glass front grill panels £40. 4 rear axle chrome end caps £15. £Various. Tel.01538 266215. Staffordshire

## FORDSON DEXTA INJECTORS



Fully refurbished and tested to a high standard. Tel.01522 788295 or 07802 695325

## FORDSON MAJOR INJECTORS



Fully refurbished and tested to a high standard. Tel.01522 788295 or 07802 695325

## GARDNER ENGINE 4LK

Can be heard running, please phone after 6pm. £3,500. Tel.01228 710357. Cumbria

## JOHN MARSTON MK V RADIATOR



Ref: 205/617 (No. 281856). Some fan damage to rear. Top and bottom tanks and front of radiator good. What is it off? Overall dimensions: 750 x 255 x 125mm. £Offers. Tel.01823 432128. Somerset

## LEFT & RIGHT WINDSCREENS

As new for Atkinson Borderer, buyer collects. £100. Tel.07976 740920. Middlesex

## LEYLAND

Two ergonomic aluminium cab door steps. Ergonomic cab door door locks, window regulators, outer door handles, Girling brake parts, adjusters and springs. Phone your wants. £20 pair. Tel.01538 266215. Staffordshire

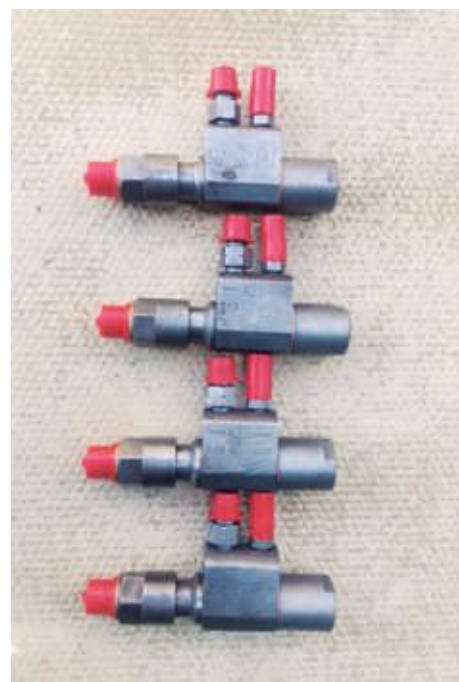
## MISCELLANEOUS

CAV alternator, reversible rotation no 12668 type AC5B 24-34 volt £50. A number of brake slack adjusters £5 each. 4 new lined 7in wide brake shoes £10 each. 8 Eaton brake shoes 7in cam brake £5 each. £Various. Tel.01538 266215. Staffordshire

## MISCELLANEOUS

Land Rover wheel and triangle stamped type with tyre £5. Truck twin drive inter axle prop shafts and parts, 4 longer prop shafts (ERF). A number of type 30 spring lock brake chambers and diaphragms £10 each. £Various. Tel.01538 266215. Staffordshire

## MASSEY FE 35 INJECTORS



Fully refurbished and tested to a high standard. Tel.01522 788295 or 07802 695325

## PERKINS L4 ENGINE



X Claas combine, complete with radiator, gearbox/pully, starter, dynamo and exhaust silencer. Running when removed several years ago. Engine turns over fine £450 ono. Tel.07855 149026. Dorset

## RUBBERLITE SIDEMARKS AND REAR LAMP/LENSES



Various parts. £15. Tel.07974 258047. Lancashire



## PERKINS P3



Engine free and seems to be complete. Also p3 for spares. Please phone for more details. **Tel.07855 149026. Dorset**

## SCAMMEL



Route man/handyman fibreglass, offside headlight/corner panel. **Tel.07976 258047. Lancashire**

## SCAMMELL/GARDNER LX150



Highwayman parts. Alloy radiator, brake drums, front axle, gear gate change, 900x20 wheel, bell housing, propshaft, brake parts, steering parts and more. Also Gardner 150 LX parts. **£POA. Tel.07925 816089. Carmarthenshire**

## SHEET TOP RACK

To fit Bedford TK or KM never used! **£50. Tel.01379 650504. Norfolk**

## VINTAGE GENUINE KLAXON HORN 24V



Great Aoooogaah sound. 12" long, end of horn is 3.5 inches diameter. Happy to make sound down the phone. **£150. Tel.07904 768446**

## PARTS WANTED

### 5 SPEED GEARBOX

Wanted. For Ford d series 1011 **Tel.07710 077128**

### A BEDFORD TL SUN VISOR

Wanted, Wanted **Tel.07881 472121. West London**

### BEDFORD 2 TON LORRY W SERIES

1935, Wanted. Two doors needed. N/S and O/S. Any condition will help. **Tel.01525 755962. Bedfordshire**

### BEDFORD TL

Wanted. Sun visor. **Tel.07881 472121. Middlesex**

### CHROME RING



Wanted. For Foden S80/83 Headlamp (Will Collect) **Tel.00353 862586230**

### DODGE EATON BEDFORD COMMER

1950, Wanted. Eaton two speed diff 1300 series, electronic or vacuum. **Tel.01354 638474. Cambs**

### ENGINE PARTS

Wanted. For Gardner engines. **Tel.07756 240084. Yorkshire**

### FRONT WHEEL STEPS

Wanted. For an Atkinson 'Silver Knight Boarder', Or any other Atkinson parts to fit the same vehicle. **Tel.07880 740638. Midlands**

### GARDNER ENGINE

Wanted. Engine parts. **Tel.01924 368099. Yorkshire**

### LDV 400 VAN EXHAUST SYSTEM

Wanted. And clutch cable. **Tel.07957 495563**

### TYRES

Wanted. 8.25 x 15TR on/off rim, suitable for stepframe trailer with split rim tubed tyres. **Tel.07889 671083. Glamorgan**

## TRAILERS FOR SALE

### TASKER TRAILER



Ready for restoration. 19ft deck. 19.25ton gross. 10.00x20 tyres. Drop out axle. Serial plate intact. **£Offers. Tel.07768 170811. Warwickshire**

### TWO AXLE 5TH WHEEL DOLLY



On 1,000 x 20 Tyres **£offers. Tel.07836 598208. Somerset**

### VINTAGE PIG TRAILER

Needs TLC braked, tyres, okay. 4 wheel trailer, braked, in good condition, new floor, 10ft x 5ft, with sides to take off, £450. **£150 ono. Tel.07743 394228. Surrey**

## LITERATURE AND INFORMATION FOR SALE

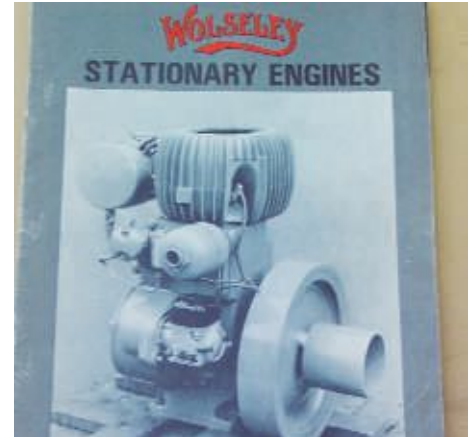
### LARGE WORKSHOP MANUAL

Austin FGK lorry 1967 for all models -bmc- 2x shop manuals Vauxhall model.e Bedford ca group 2 group 5 1952 **Tel.07971 687318 / 07827 954068 . N.devon**

### TRUCK MODEL WORLD

Magazine. Issue one. **£Offers. Tel.01224 642964 or 07931 445021. Aberdeen**

### WOLSELEY STATIONARY ENGINES



By david w edgington 20 pages model dating guide wd1 wd11 wd8 wd9 wlb8/9 wlb1 air-cooled 1954/1975 **£10 inc p&p. Tel.01636 822042**



## LITERATURE & INFORMATION WANTED

### 11,000+ HEAVY HAULAGE PHOTOS

Wanted. Private collection HH and abnormal loads in UK, Europe etc. Exchange for original negatives or slides of trucks or buses or will sell. **Tel.01903 215878. Westerham**

### BROCHURE FOR A RENAULT COMMANDO TRUCK



Wanted. Also any Renault Commando 1987 - 89 parts ie brake cylinders, left hand mud guard. **Tel.00353 87255. Ireland**

### EARLY 1980S SALES BROCHURE

Wanted. For Sellers engineering featuring two bedford TK trucks in peacock blue. Both lorries are liveried with H.E. Rowlands and Co. Liverpool. Advertising the roll on roll off skips. **Tel.07402 074125**

### NEGATIVE COLLECTION WANTED

Wanted. I am looking for original black and white or colour negatives or slides of trucks or buses (not shows). **Tel.01903 215878. Westerham**

### SOFT BACK BOOK

Wanted. The Volvo Truck Bus Factory, mint condition. **£10 ono. Tel.07580 129891. West Midlands**

## MISCELLANEOUS FOR SALE

### BOAT

Useful size 8ft long 4ft wide. 2 seater fibre-glass speed boat with windscreen and steering wheel assembly. Colour red/white. **£100 or offers. Tel.07971 357190. Staffordshire**

### CORGI 1137 FORD H CAB ARTIC



Mint condition tilting cab with mechanic + box. **£65 inc p+p. Tel.07786 385415**

### CORGI BEDFORD S-TYPE CAR TRANSPORTER



Excellent condition complete with 4 corgi triumph tr sports cars all mint + boxed. **Tel.07786 385415**

### CORGI CLASSIC BUSES BEDFORD



Val yellowway tours + rare silver routemaster daily express both 150 scale with steering mint boxed. **£23 inc p+p. Tel.07786 385415**

### CORGI CLASSICS ATKINSON SUTTONS



+ scammell highwayman crow tanker 150scale both mint boxed cert **£23 each inc P&P. Tel.07786 385415**

### CORGI MACK HEAVY HAULAGE LOW LOADER



With generator load 150 scale excellent condition code 3 displays very well **£32.00 inc p+p. Tel.07786 385415**

### CORGI MAJOR LOW LOADERS



1104 s-type Bedford with crane hook + mack with generator load code3 both excellent condition. **£28 inc p+p. Tel.07786 385415**

## SERVICES

### DAVE ALLEN TRANSPORT



Ring for details. Collection/delivery to and from shows/sales tractors, agricultural machinery, plant, commercial and military vehicles etc. Winch for non-runners. large or small equipment moved. Short notice, evenings/weekends no problem. Fully insured. [www.daveallentransport.co.uk](http://www.daveallentransport.co.uk) **Tel.01308 868741 or 07798 845112. Dorset (T)**

### REPAIR SERVICE



Ring for details. Servos and HydroVacs, some models off the shelf in exchange, new leather diaphragms available. Ring to discuss your requirements. Collection Service available. CLASSIC SPARES: [ian@classic-spares.co.uk](mailto:ian@classic-spares.co.uk) or call. (T) **Tel.01626 891645. Devon (T)**



# COMMERCIALtrader

the place to buy and sell

## BOOTS



Manufacturers of men's traditional boots including  
WW1 B5 Ammo External Toe Cap & Hob Nailed Boots  
Tel. 01433 630451 for a brochure email: sales@williamlennon.co.uk

## Heritage COMMERCIALS

## COMMERCIALS FOR SALE

### RUSH GREEN MOTORS

Langley, Hitchin, Herts SG4 7PQ  
Tel: 01438 354174 Fax: 01438 353560  
[www.rushgreenmotors.com](http://www.rushgreenmotors.com)

Largest varied stock of Commercial Vehicles  
and Spare Parts in the UK Pre 1940 to 1990.

Bedfords always purchased

UK & Continental Vehicles including EC,  
ATKINSON, ALBION, BEDFORD, B.M.C.,  
COMMER, DODGE FORD, LEYLAND,  
MAUDSLEY, SCANIA, SCAMMELL, SEDDON,  
THORNYCROFT, VOLVO etc.

## EVENTS



**CHIPPING STEAM FAIR 2017**  
Sat 27th, Sun 28th & Mon 29th MAY

FUN FOR ALL THE FAMILY

Green Lane Showground, Chipping, Lancs, PR3 2TQ  
Tel. 01995 61866 [www.chippingsteamfair.com](http://www.chippingsteamfair.com)

## PHOTOS



**ROAD TRANSPORT PHOTOS**  
1940s onwards - professionally printed from 80p inc P&P.  
Digital images available - free for internet use  
Catalogue of over 50,000 photos at  
**[www.na3t.org/road](http://www.na3t.org/road)**  
On-line or mail order  
SAE: NA3T(HC), 14 Gannon Road, Worthing, BN11 2DT  
eMail: [info@na3t.org](mailto:info@na3t.org) Phone: Bob 01903 235167  
Suitable land, sea or air negative collections purchased

## SERVICES

### Snows Commercials Ltd Specialist Truck Breakers

Recycled Late Trucks & Trailers  
from the likes of...

• Volvo • Scania • MAN  
• Mitsubishi • Canter • Isuzu • Hino

To see the full range of  
recycled parts visit

[www.snows-commercials.co.uk](http://www.snows-commercials.co.uk)

☎ **01454 632508**

Vimpennies Lane ATF  
Compton Greenfield, Bristol BS35 5RY



### CLASSIC LAND ROVERS

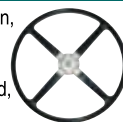
BRITISH CLASSICS  
HERITAGE MOTORS  
PARTS 1948 to Date  
RETAIL TRADE EXPORT  
SPECIAL PROJECTS  
RESTORATIONS  
MANUFACTURING

Country Workshops, Risegate,  
Nr. Spalding, Lincs PE11 4EZ  
Tel/Fax: 01775 750223  
[www.british4x4centre.co.uk](http://www.british4x4centre.co.uk)

### Steering Wheel Restoration

Steering wheel restoration,  
vintage to modern cars,  
tractors, lorries, buses,  
boats. Blumels, Celluloid,  
Bakelite, Wood & Plastic

tel: +44 (0) 1843 844962  
[www.SteeringWheelRestoration.co.uk](http://www.SteeringWheelRestoration.co.uk)



**ARMOTO**  
FROM FARADAY TO MODERN DAY

**REWINDS & REPAIRS**  
MAGNETOS DYNAMOS ALTERNATORS MOTORS

Specialists in heavy duty PSV vehicle components:  
3 year warranties on fully reconditioned units  
Typical turnaround 7 - 14 days  
In house winding facilities

Stators Rotors Armatures

Armoto Motor Units Ltd Tel: 01246 452111 / 826667  
Unit 28, Markham Lane Commerce Park, Chesterfield Derby, S44 5HS  
[armoto.co.uk](http://armoto.co.uk) email: [sales@armoto.co.uk](mailto:sales@armoto.co.uk)



**GRAHAM BRIDGES LTD.**  
*Signwriting*

[WWW.GRAHAMBRIDGES.CO.UK](http://WWW.GRAHAMBRIDGES.CO.UK)  
email: [graham.bridges@btconnect.com](mailto:graham.bridges@btconnect.com)  
01472 813785 ■ 07961 326898

Established 1973  
**TRADITIONAL SIGNWRITING  
COACHLINING - GOLD LEAF**



**Heritage  
COMMERCIALS**

To advertise in  
**Heritage Commercial**  
call **01732 445325**



## SPARE PARTS

*Midland Automotive Parts Ltd.*

### For all your Bedford Spares

Specialising in AWD, J, TK, TL, TM,  
TM Military, M Model Military, Coaches

*Established over 30 years  
World wide distribution*

Phone No: +44 (0) 1691 652912

Fax No: +44 (0) 1691 650022

Email: midlandautomotiveparts@yahoo.co.uk

Web: www.bedfordspares.co.uk



## TRAINING SERVICES

**TRANSCHEM  
TRAINING LIMITED**

**Dangerous Substances  
Training Centres at  
Warrington and Wakefield**

ADR, DCPC, Forklift, H & S  
Courses can be tailored to suit  
Various consultancies inc DGSA

Tel: 0151 488 0961 / 07915 610232

admin@transchemtraining.com

www.transchemtraining.com

## TRANSPORT

### TRANSPORT AVAILABLE



for tractors,  
classic  
commercial  
vehicles,  
agricultural  
machinery,  
etc.

Phone for quote **01531 670357** or  
email: [rjtransport@btconnect.com](mailto:rjtransport@btconnect.com)  
Herefordshire

**Heritage  
COMMERCIALS**

## STORAGE

### STEEL BUILDINGS



#### HEAVY DUTY STEEL BUILDINGS

- ✦ Extremely cost effective ✦ Workshops/Garaging/Storage
- ✦ Widths from 20ft to 70ft ✦ Unlimited Lengths
- ✦ Buildings to BS 5950 ✦ Finance available

**BLUELINE BUILDINGS**

Tel 01709 578333

### JONES SPRINGS (ENGINEERING) LTD.

Manufacturers and repairers of Land Rover springs  
including Steam Locomotives, Air Suspension,  
Vintage and Classic Cars.

Specialists in Spring Modifications. U Bolts and  
Associated Spring Sundries Always in Stock.

**GLADSTONE STREET, DARLASTON,  
WEST MIDLANDS WS10 8BE**

Telephone: 0121 568 7575

Facsimile: 0121 568 7692



E-mail: [sales@jones-springs.co.uk](mailto:sales@jones-springs.co.uk) • Website: [www.jones-springs.co.uk](http://www.jones-springs.co.uk)

**Heritage  
COMMERCIALS**

### LOCKHEED & GIRLING BRAKE & CLUTCH HYDRAULIC CYLINDERS

FOR ALL BRITISH COMMERCIAL  
VEHICLES 1935-1980

HUGE STOCK OF NEW MASTER  
CYLINDERS, WHEEL CYLINDERS,  
CLUTCH SLAVES,  
FLEXIBLE HOSES,  
REPAIR KITS etc.



WORLDWIDE MAIL ORDER

**POWERTRACK LTD**

Tel/Fax: 01753 842680

[www.powertrackbrakes.co.uk](http://www.powertrackbrakes.co.uk)

### D.H. Day

#### MAGNETOS, DYNAMOS & STARTERS

rebuilt and guaranteed three years.

Steering wheels recovered in  
genuine celluloid.

Components manufactured to  
sample/drawing.

Full machine shop facilities.

**Aldrans, Church Hill,  
Wroughton, Swindon,  
Wiltshire SN4 9JR**

Tel: 01793 812323

Fax: 01793 845323



Quote Ref: ADV



**To advertise  
in  
Heritage  
Commercial  
call 01732  
445325**

### CLASSIC SPARES

Brake and clutch hydraulic spares for  
post 1935 classic and vintage buses,  
coaches and commercials.

Kits for master cylinders,  
wheel cylinders and slave cylinders.

New and recon cylinders.

Brake hoses from stock or  
made to pattern.

Cylinder resleeving service

Contact:

**Ian Wonnacott, Classic Spares,  
The Forge, Fore Street, Kenton,  
Devon EX6 8LF.**

Phone & Fax: 01626 891645

[ian@classic-spares.co.uk](mailto:ian@classic-spares.co.uk)

[www.classic-spares.co.uk](http://www.classic-spares.co.uk)

We have MASSIVE stocks of the following  
BRAND NEW spare parts FOR ALL  
TRUCKS, PICK-UPS, VANS, COMMERCIALS,  
TRACTORS & CARS 1920's TO 1980's

King Pins & Bushes Sets, Track Rod Ends, Drag Link  
Ends, Draglinks, Head Gaskets + Upper & Lower Gasket  
Sets, Engine Valves, Valve Guides, Valve Springs,  
Piston & Ring Sets, Shell Bearing Sets.

**Contact John Davis - 01724 784230**

(Phone, Fax, Answerphone) or by mail to  
John Davis, Beltoft House, BELTOFT, North Lincs DN9 1NE  
or email: [johndavis.vintage@btinternet.com](mailto:johndavis.vintage@btinternet.com)

(For availability, quantity & price)

**Heritage  
COMMERCIALS**



## I've Got Your Number

They're generally just randomly allocated by the licensing authorities, but **Bob Tuck** has always been fascinated by registration marks. He gives a query to you all.



The photo that Donald Cook unearthed from Beamish Museum. Photo courtesy Beamish Museum People's Collection.

I've always had a thing about registration numbers as ever since I was a kid, I realised they were the key to learning where and when a vehicle started life. I know many folk are now opting for personalised ones, but back in the mid '50s I picked up an old diary which was packed with all sorts of information. This included the listing of where every UK registration mark was allocated, and for some reason, I took it on

myself to try and memorise them all. The key is of course the second and third letters of the mark – or the two letters if just two letters are used. I know they started with just one letter but in my day, these motors had long gone.

Some were pretty easy to recall, as anything with an 'S' in (generally) was used in Scotland, while London had anything with an 'X' in. And anything using the letter 'I' or 'Z' usually came from Ireland.

I linked this memory game to wagons, as say Miller & Gordon with 'KA' letters obviously came from Liverpool, while the Reads – Richard and George – probably had 'DF' letters denoting Gloucestershire. This didn't always happen as folk bought second-hand wagons, and big firms like BRS expanded taking over other hauliers which were repainted into corporate colours.

The reason this 'number knowledge' came to mind recently was because of a great image which Donald Cook unearthed from Beamish Museum. The shot shows an ERF artic of Pickfords, and having another shot of this vehicle in my collection, it wasn't anything unusual.

I teasingly asked Donald if he knew where the ERF had started life as its number of DPY 447 was clearly on display. He didn't know, but wasn't that surprised when I said it was new to Suters of Northallerton but transferred to Pickfords during Nationalisation.

However, the point of this discourse is to ask what other significance the letters and numbers of DPY 447 have to the Sunter story. Answers – on an e-mail to the editor Stephen Pullen – need to be supported by photographic evidence. But there is a prize in that the best response will of course be featured in the pages of Heritage Commercials magazine.



The ERF on another job. The driver in shot is Jack Thompson.



# Next month

On sale May 19, 2017

## FIRST RESERVE



If you have the need for a heavy recovery vehicle while on the Midlands motorway network, the silver lining to such a call-out might just be the sight of one of Watford's finest coming to your aid. For the last five years, Leicestershire based Crouch Recovery have been operating one of the last S26 eight-wheelers to be built.



## KINGS & CO

During the post war years Kings & Co Ltd owned stone quarries, sand pits and asphalt plants throughout the length and breadth of Scotland. To distribute these products they operated one of the largest fleets of tippers and plant in the country.

## THE PIED PIPER OF TERREGLES

It was back in 1997 that Jim Doig invited one and all from the commercial vehicle preservation scene to follow him from Dumfries on a two-day road run to Oban and back. While some folk told him he was crazy, since then, the annual West Coast Run has been enjoyed by thousands. Bob Tuck talks to Jim about those 20 memorable runs.



**PLUS** Workshop. On location. Archive album. News and events. & More.



# Classic Commercial to sell ?



Then why not enter your vehicle into our Classic Truck Section  
at the TIPex17 Auction on  
**Saturday 3rd June 2017**  
The Great Yorkshire Showground Harrogate

The classic auction at TIPex is now in it's forth year and has generated some fantastic results.

**Contact Charlie Wright 01427 871500 for details and valuations  
collections or individual vehicles wanted, competitive commission structure**

**protruck**  
AUCTIONS  
part of The Fleet Auction Group

Protruck Auctions, Sandtoft Ind Estate,  
Belton, Doncaster DN9 1PN  
[charlie@protruckauctions.co.uk](mailto:charlie@protruckauctions.co.uk) [www.protruckauctions.co.uk](http://www.protruckauctions.co.uk)